# Here we go

## 2021 Sound Transit Annual Report

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Passengers exit Roosevelt station on the opening day of Northgate Link Extension on Oct. 2, 2021.

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Sound Transit Board


Community members pose for photos that were used to promote the opening of the Northgate Link Extension on Oct. 2, 2021.

# Sound Transit, on track in 2021

Expanding our network: [opening Northgate Link extension.]

Helping create affordable housing: [breaking ground and partnering with Amazon.]

Planning bus rapid transit: [choosing routes and maintenance base.]

Assuring access: [debuting South Bellevue park and ride.]

Partnering with USDOT: [securing critical funding, $3.84 billion for six projects.]

Connecting lines: [tying the 1 and 2 lines together, East Link tie in completed.]

Upgrading service: [adding new LRVs for our expanding system.]

Moving forward: [beginning major construction on Lynnwood Link extension.]

# *Message from Board Chair and Chief Executive Officer*

The second full year of the pandemic did not halt Sound Transit's work. In October 2021, we opened three new light rail stations at Northgate, Roosevelt, and U District, adding 4.3 miles to the system and demonstrating that our commitment and momentum are strong. This new service represented just the first in a series of scheduled openings that will add 25 new stations in the next three years. This one milestone, which has drawn thousands of new riders to our system, was an emphatic announcement to the region: here we go!

Given the scope of our expansion, we're pleased to report the Sound Transit Board has been an excellent steward of the budget, particularly during challenging economic times that included an unforeseen concrete strike and ongoing impacts on supply chains and markets from the pandemic. The Board responded by adjusting project schedules to align with projected finances, while also establishing more ambitious target schedules for four key projects—the Ballard, Everett, South Kirkland-Issaquah, and Tacoma Community College extensions. The agency is working to achieve these targets with a focus on controlling costs and trying to secure more financial capacity.

In concert with this proactive financial stewardship, the year was also marked by a series of expansion milestones in addition to the Northgate opening. We introduced new Series 2 light rail vehicles, and 152 of them will be in service by 2024. We selected our Stride bus rapid transit routes and a new maintenance base location. We cut the ribbon in Bellevue's Spring District as we welcomed the new state-of-the-art Operations and Maintenance Facility East, and we selected the site of our future Operations and Maintenance Facility South in Federal Way. We re-opened the parking garage and transit center at the upcoming South Bellevue Station, two years before the first trains will roll. We continued intensive construction on the Hilltop Tacoma, Lynnwood, Federal Way and Downtown Redmond extensions. The broad geographical scope of this list highlights both the pace and reach of our growing regional transit system.

***In October 2021, we opened three new light rail stations at Northgate, Roosevelt, and U District, adding 4.3 miles to the system and demonstrating that our commitment and momentum are strong.***

This is great news for the Puget Sound. Our system will make our region more resilient, more sustainable and more equitable. We are partnering with state and federal governments, as well as private business, to accomplish our shared goals. In 2021, the USDOT announced its largest ever loan package for a single borrower. The $3.8 billion package benefits six Sound Transit projects, including the East Link, Lynnwood, Federal Way and Downtown Redmond extensions. And Amazon committed $100 million from its affordable housing fund to directly benefit transit-oriented development around our stations.

These shared commitments with key stakeholders like USDOT and local employers firmly establish that Sound Transit's success is the region's success. Of course, our important achievements in 2021set the stage for more success in the future. I look forward to working with you on this mission.

*Kent Keel, Sound Transit Board Chair*

*Peter M. Rogoff, Chief Executive Officer*

Aerial view of Northgate Station with the John Lewis Memorial Bridge connecting riders to North Seattle College and neighborhoods west of I-5.

Sound Transit

# Our connected future

**Link** light rail

**Future service:**

- 1 Line Ballard–Tacoma
- 2 Line Mariner–Redmond
- 3 Line Everett–West Seattle
- 4 Line S. Kirkland–Issaquah
- T Line Tacoma Dome–Tacoma Community College

**In service:**

- Northgate–Angle Lake
- Tacoma Dome–Theater District

⊕ Added capacity

Ⓟ Parking improvements

20XX Scheduled open or completion date

**Sounder** trains

**Future service:**

- S Line DuPont–Lakewood

**In service:**

- N Line Everett–Seattle
- S Line Lakewood–Seattle

**Stride** buses

**Future service:**

- S1 Line Bellevue–Burien
- S2 Line Lynnwood–Bellevue
- S3 Line Shoreline–Bothell

**ST Express** buses

**In service:**

- Re-evaluated annually

*Dates reflect an affordable schedule based on current financial projections and cost estimates, and a target schedule. Learn more: soundtransit.org/realignment.

Link passes fall foliage as it pulls into Mount Baker Station.



# 2021 Financial and operating highlights

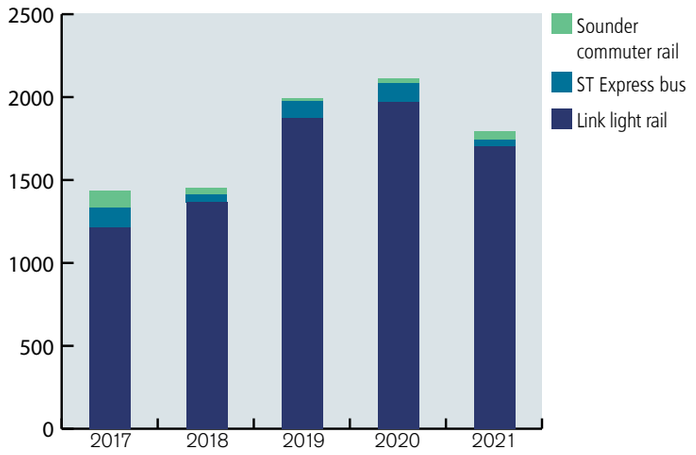
In 2021, Sound Transit made significant progress on voter-approved capital projects, including completing the Northgate Link light rail extension, which added three new stations, a parking garage and 4.3 miles to our network. Capital project spending totaled approximately $1.8 billion and reflected continued progress on the East, Lynnwood, Federal Way, Redmond Link light rail extensions and the Operations Maintenance Facility East project.

Voter-approved sales, use, motor vehicle excise and property taxes were the primary 2021 funding sources for Sound Transit's capital expansion and operating subsidy, which were strengthened by a rebounding regional economy. These non-operating revenues, net of expenses was approximately $2.1 billion and included $179.6 million of CRRSA funding from the FTA.

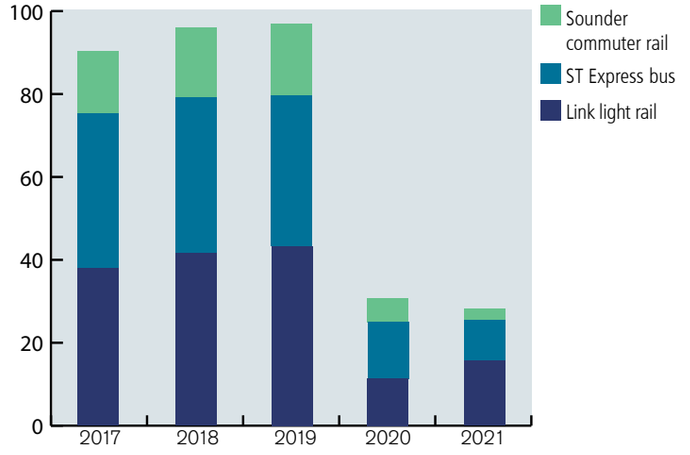
Systemwide ridership increased 11.8% to approximately 17.8 million, mainly driven by increased ridership on Link, attributable to the Northgate Link opening. ST Express and Sounder saw ridership decreases due to the continued remote work environment. Total operating expenses in 2021 increased 6.7%, or $37.2 million, to $595.1 million and the net operating subsidy was $559.5 million.

To leverage market conditions and decrease overall cost of debt, Sound Transit restructured several bond series in 2021, including defeasance of $823.6 million in par value of bonds, $869.4 million in par value of new issuance, $111.1 million in par value of refunding and $75.0 million in par value of variable interest remarketing. Existing TIFIA loans were paid off and new agreements executed to secure $3.8 billion of available credit at 1.91% interest rate for all loans.

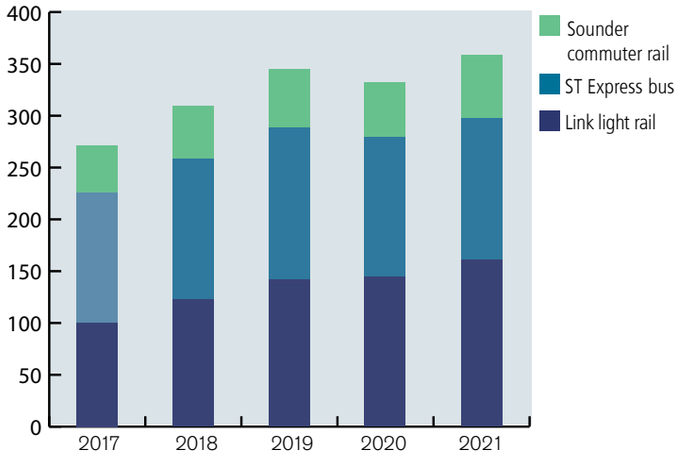
**Capital expense by line of business** $ in millions



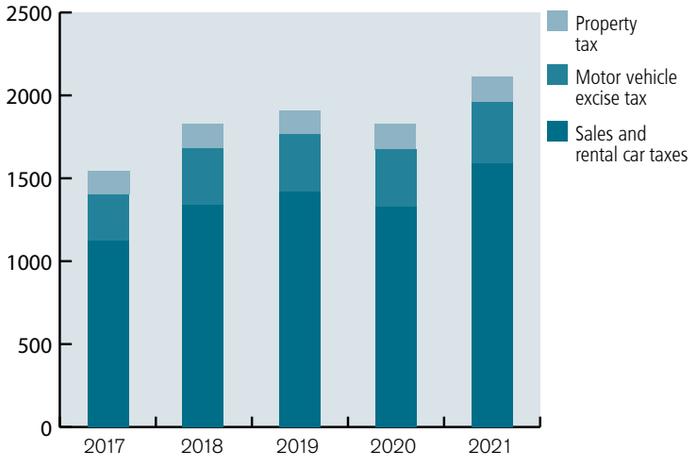

**Fare revenue** $ in millions




**Operating and maintenance expenses** $ in millions




**Tax revenue collection history** $ in millions



# Statement of management's responsibility

The financial statements of the Central Puget Sound Regional Transit Authority (Sound Transit or the agency) have been prepared from its accounting system in accordance with generally accepted accounting principles. The integrity and objectivity of information in Sound Transit's financial statements, including estimates and judgments, are the responsibility of management.

Sound Transit maintains a system of internal accounting controls designed to provide reasonable assurance as to the integrity and reliability of financial reporting, the safeguarding of assets and the prevention and detection of material errors or fraudulent financial reporting. Monitoring of such systems includes management's responsibility to objectively assess the effectiveness of internal accounting controls and recommend improvements therein.

Limitations exist in any system of internal accounting controls in which the cost of the system being implemented should not exceed the benefits derived. Sound Transit believes that the organization's system does provide reasonable assurance that transactions are executed in accordance with management's general or specific authorizations and is adequate to accomplish the stated objectives.

The independent auditors, whose report is included herein, were engaged to express an opinion on our 2021 financial statements. Their opinion is based on procedures performed in accordance with generally accepted auditing standards, including examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements, assessing the accounting principles used and significant estimates made by management and evaluating the overall financial statement presentation.

In an attempt to assure objectivity, the financial information contained in this report is subject to review by the Board of Directors.

Peter M. Rogoff
*Chief Executive Officer*

Mary Cummings
*Interim Chief Financial Officer*

Jeff Clark
*Deputy Executive Director Financial Operations*

An aerial view of construction progress at the Lynnwood City Center station.

MOSSADAMS

# Report of Independent Auditors

Finance and Audit Committee
Board of Directors
Central Puget Sound Regional Transit Authority

## Report on the Audit of the Financial Statements

### *Opinion*

We have audited the financial statements of the Central Puget Sound Regional Transit Authority ("Sound Transit"), which comprise the statements of net position as of December 31, 2021 and 2020, and the related statements of revenues, expenses, and changes in net position and cash flows for the years then ended, and the related notes to the financial statements.

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of Sound Transit as of December 31, 2021 and 2020, and the respective changes in financial position and cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

### *Basis for Opinion*

We conducted our audits in accordance with auditing standards generally accepted in the United States of America (GAAS). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of Sound Transit and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

### *Responsibilities of Management for the Financial Statements*

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about Sound Transit's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

### *Auditor's Responsibilities for the Audit of the Financial Statements*

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of Sound Transit's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about Sound Transit's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control–related matters that we identified during the audit.

### *Required Supplementary Information*

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis be presented to supplement the basic financial statements.

***Other Information***

Management is responsible for the other information included in Sound Transit's Annual Report. The other information comprises the financial and operating highlights, statement of management's responsibility, and statistical data, but does not include the financial statements and our auditor's report thereon. Our opinion on the financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Moss Adams LLP

Seattle, Washington
May 12, 2022

Sounder at the Auburn Station.

# MANAGEMENT'S DISCUSSION AND ANALYSIS

## For the years ended December 31, 2021 and 2020

Management's Discussion and Analysis (MD&A) presents a narrative overview and analysis of the financial activities of Sound Transit for the years ended December 31, 2021 and 2020. The MD&A is designed to assist readers of financial statements in focusing on significant financial activities and to identify any significant changes in the periods reported. As this information is presented in summary form, it should be read in conjunction with the financial statements and notes to the financial statements as a whole.

Sound Transit is a regional transit authority implementing and operating a high-capacity transportation system throughout parts of King, Pierce and Snohomish counties including commuter rail (Sounder), light rail (Link and Tacoma Link), a regional express bus system (ST Express) and a bus rapid transit system (Stride). Sound Transit was established by the legislature in 1993, and authorized to collect taxes to fund, build and operate a comprehensive transit system by voter approved plans in 1996 (Sound Move), 2008 (ST2) and 2016 (ST3).

- *Sound Move* – a 10-year regional transit system plan, which authorized tax collections to fund operations and the first set of regional transit projects; completed in 2016.
- *ST2* – a 15-year program authorizing additional tax collections to fund additional bus and commuter rail service, as well as 36 miles of new Link light rail service; in progress.
- *ST3* – a 25-year program authorizing additional tax collections and a new property tax to fund 62 new miles of light rail, bus rapid transit, expanded capacity and service on Sounder south line, ST Express bus service and improved access to stations; in progress.

Sound Transit opened its Northgate Link extension in 2021, adding three new stations, a parking garage, and 4.3 miles to Link.

Sound Transit financial results for the year ended December 31, 2021 reflect continued challenges of the global COVID-19 pandemic. The ongoing impacts of the pandemic on the agency include decreased ridership, lower farebox collections, adjustments to service levels due to staffing, increased cost pressures and increased grant revenue through certain government stimulus programs. The effect of the pandemic on agency results is highlighted in each section of the discussion of results, where applicable.

Sound Transit engaged in realignment activities with the agency's Board of Directors in 2021 to align future projected available resources with the voter approved capital expansion program. The realigned plan preserves the full voter approved capital expansion program with some adjustments to delivery timing. The agency will continue to monitor long-range financial projections and regularly assesses potential long-term changes to the capital expansion program.

In 2021, Sound Transit's Chief Financial Officer (CFO) resigned from the agency and the Chief Executive Officer (CEO) announced his resignation, effective no later than May 31, 2022. The CEO's transition is governed by a transition agreement. An interim CEO and CFO have been named and an executive search launched to fill the positions. Sound Transit continues to have experienced and knowledgeable leadership and staff capable of executing on the capital expansion program and agency operations.



### Financial Highlights

- Sound Transit's financial statements show an increase in net position of $2.0 billion in 2021. The increase highlights the agency's diversified tax revenues and returning regional economic growth as well as the positive impact of federal COVID –19 grant programs. The increase also reflects continued progress on the voter approved capital expansion programs. The 2020 net position grew by $1.8 billion, reflecting progress on the voter approved capital expansion programs funded primarily via tax revenues and federal COVID – 19 grant programs.
- System expansion continued in all corridors (North, Central, South and East) and across all modes, most significantly light rail in 2021 and 2020. Capital assets increased 11.2% in 2021 as a result of $1.8 billion of capital project spending related primarily to the East, Lynnwood, Federal Way, Redmond Link extension projects and the Operations Maintenance Facility East project, as well as completion of the Northgate Link extension project.
- Non-operating revenues, net of expenses, were $2.1 billion, a 8.5% increase from 2020, primarily due to higher tax revenues offset slightly by bond defeasance expenses and lower investment income in 2021.
- Capital contributions from federal, state and local funding arrangements were $486.2 million, a net increase from 2020 of $54.4 million or 12.6%, primarily reflecting increased grant revenue associated with Federal Way, Downtown Redmond and Tacoma Link extension projects.
- Total operating subsidy (loss from operations) increased by $39.7 million or 7.6% to $559.5 million primarily due to lower total ridership and passenger fare revenues related to the on-going COVID-19 environment, higher operations and maintenance expenses and growing depreciation.

### Overview of the Financial Statements

Sound Transit's financial statements are prepared in conformity with accounting principles generally accepted in the United States of America (GAAP). The 2021 and 2020 financial statements are presented using the economic resource measurement focus and accrual basis of accounting. As Sound Transit comprises a single proprietary fund, no fund level financial statements are shown.

In accordance with GAAP, all revenues are recognized in the period in which they are earned and expenses are recognized in the period in which they are incurred. All assets, deferred outflows of resources, liabilities and deferred inflows of resources associated with the operations of Sound Transit are included in the Statements of Net Position. Depreciation and amortization of capital and other assets is recognized in the Statements of Revenues, Expenses and Changes in Net Position.

The financial statements provide both long term and short term information about Sound Transit's overall financial status as well as Sound Transit's net position, segregated by net investment in capital assets, restricted and unrestricted. Net position is the difference between Sound Transit's assets, deferred outflows of resources, liabilities and deferred inflows of resources and over time, may serve as a useful indicator of Sound Transit's financial position. The financial statements also include notes that provide additional information that is essential to a full understanding of the information provided.

## Financial Analysis

### Net Position

Sound Transit's net position represents the cumulative effect of the excess of revenues over expenses together with the impact of Sound Transit's financing decisions.

Sound Transit's total net position as of December 31, 2021 was $15.9 billion, an increase of $2.0 billion or 14.6% from 2020. Total assets increased $2.0 billion or 11.8% and total liabilities decreased $56.0 million or 1.8%. The increase in total assets reflects the continued capital program spending primarily funded by tax revenues and federal grants.

The table below summarizes Sound Transit's net position:

**Statements of net position**

| *(in millions)* | December 31 | | | % Change | |
|---|---|---|---|---|---|
| | 2021 | 2020 | 2019 | 2021-2020 | 2020-2019 |
| **Assets** | | | | | |
| Current assets, excluding restricted assets | $ 2,014.3 | $ 1,777.4 | $ 1,988.4 | 13.3% | (10.6)% |
| Restricted assets | 99.1 | 110.6 | 108.9 | (10.5) | 1.5 |
| Capital assets | 15,550.1 | 13,984.1 | 12,067.2 | 11.2 | 15.9 |
| Other non-current assets | 1,221.9 | 1,018.0 | 1,008.9 | 20.0 | 0.9 |
| **Total assets** | **18,885.4** | **16,890.1** | **15,173.4** | **11.8** | **11.3** |
| **Deferred outflows of resources** | **7.9** | **29.7** | **33.0** | **(73.4)** | **(10.2)** |
| **Liabilities** | | | | | |
| Current liabilities, excluding interest payable from restricted assets | 504.7 | 440.6 | 515.0 | 14.5 | (14.4) |
| Interest payable from restricted assets | 17.9 | 30.3 | 27.0 | (40.9) | 12.5 |
| Long-term debt | 2,280.7 | 2,378.0 | 2,443.7 | (4.1) | (2.7) |
| Other long-term liabilities | 179.0 | 189.4 | 185.7 | (5.5) | 2.0 |
| **Total liabilities** | **2,982.3** | **3,038.3** | **3,171.4** | **(1.8)** | **(4.2)** |
| **Deferred inflows of resources** | **22.6** | **18.4** | **18.7** | **22.6** | **(1.5)** |
| **Net position** | | | | | |
| Net investment in capital assets | 13,072.0 | 11,463.8 | 9,473.0 | 14.0 | 21.0 |
| Restricted net position | 90.7 | 76.9 | 75.3 | 18.0 | 2.0 |
| Unrestricted net position | 2,725.7 | 2,322.4 | 2,468.0 | 17.4 | (5.9) |
| **Total net position** | **$ 15,888.4** | **$ 13,863.1** | **$ 12,016.3** | **14.6%** | **15.4%** |

**Current assets, excluding restricted assets**, increased 13.3% and decreased 10.6% in 2021 and 2020, respectively. The increase in 2021 was due to transfers of non-current assets to cash. The decrease in 2020 was primarily due to the use of cash to support capital activities and transfers of cash to non-current assets.

**Capital assets** increased 11.2% from 2020 and 15.9% between 2020 and 2019. Total capital project spending for 2021 was $1,840.2 million, versus $2,134.1 million in 2020, reflecting slower right of way acquisitions and delayed construction activities on various Link extension projects, Operations Maintenance Facility East project, and Bus Rapid Transit projects.

Total capital spending for light rail in 2021 was $1,705.7 million or 92.7% of total capital spending ($1,970.5 million or 92.3% in 2020). Capital spending on Sounder and Regional Express projects, as a percentage of total capital spending, was 2.8% and 1.5%, respectively (2.0% and 5.1% in 2020).

**Other non-current assets** increased 20.0% or $203.9 million and 0.9% or $9.1 million in 2021 and 2020, respectively. The increase in 2021 was primarily due to an additional $200 million which was moved to long term investments due to higher tax revenues.

**Deferred outflows of resources** includes the excess of the price paid on debt refunding and the net carrying amount of the old debt, which is amortized over the remaining life of the old debt or the new debt, whichever is shorter, and the unamortized deferred outflow of costs related to asset retirement obligations. The decrease of 73.4% or $21.8 million in 2021 was primarily due to bond defeasance.

**Current liabilities, excluding interest payable from restricted assets**, increased $64.1 million or 14.5% in 2021 and decreased $74.4 million or 14.4% in 2020. The increase in 2021 was primarily due to timing of spending on construction and operating costs while the decrease in 2020 was primarily due to less operating costs.

**Long-term debt** decreased $97.3 million or 4.1% between 2021 and 2020 mainly due to the net impact of long-term debt refunding, issuance and defeasance. The decrease of $65.7 million or 2.7% between 2020 and 2019 was due to regular scheduled long-term debt payments.

**Deferred inflows of resources** includes the deficit of the price paid on debt refunding and the net carrying amount of the old debt, which is amortized over the remaining life of the old debt or the new debt, whichever is shorter, and the unrecognized lease revenues related to leases in which the agency is the lessor. The increase of 22.6% or $4.2 million in 2021 is primarily due to the deferred gain on bond refunding. The decrease of 1.5% or $0.3 million in 2020 is primarily due to amortization of the lease related deferred inflows of resources.

**Net investment in capital assets** reflects investment in construction in progress, non-depreciable assets and depreciable assets, net of related debt used to support the capital program. Balances include capital asset related payables, bonds and debt under the TIFIA program, as well as lease related assets and liabilities. Net investment in capital assets increased 14.0% from 2020 and 21.0% between 2020 and 2019 as capital program spending continued to increase, net of debt.

**Restricted net position** is comprised of assets net of liabilities externally restricted by legal or contractual obligations for a specific purpose related to a third party.

**Unrestricted net position** is the remainder of assets and deferred outflows of resources, net of liabilities and deferred inflows of resources, not invested in capital assets nor contractually restricted for a specific purpose. Unrestricted net position increased 17.4% in 2021 as increase in cash and investments exceeded capital spending and decreased 5.9% in 2020 as capital spending increased faster than cash and investments.

### Changes in Net Position

Changes in net position reflect the excess or deficit of revenues over expenses for a given year. In 2021, revenues exceeded expenses by $2,025.3 million, an increase from the prior year of 9.7%. In 2020 revenues exceeded expenses by $1,846.8 million, a 8.1% increase from 2019. The 2021 increase primarily reflects higher tax revenues and an increase in federal capital and operating support contributions as a result of system expansion project advancements funded by federal grants and CRSSA funding, which offset reduced passenger fares revenues and long-term debt defeasance and refunding costs. The 2020 increase primarily reflects the

receipts of CARES Act funding and an increase in federal capital contributions as a result of system expansion project advancements funded by federal grants.

Sound Transit's Statements of Revenue, Expenses and Changes in Net Position is summarized in the table below:

**Changes in net position**

| *(in millions)* | For the Year Ended December 31 | | | % Change | |
|---|---|---|---|---|---|
| | 2021 | 2020 | 2019 | 2021-2020 | 2020-2019 |
| **Operating revenues** | | | | | |
| Passenger fares | $ 28.1 | $ 30.8 | $ 97.1 | (8.5)% | (68.3)% |
| Other | 7.5 | 7.3 | 8.3 | 2.3 | (11.5) |
| **Total operating revenues** | **35.6** | **38.1** | **105.4** | **(6.4)** | **(63.9)** |
| **Operating expenses** | | | | | |
| Total operating expenses, before depreciation | 391.0 | 360.5 | 360.3 | 8.5 | 0.1 |
| Depreciation and amortization | 204.1 | 197.4 | 186.3 | 3.4 | 5.9 |
| **Total operating expenses** | **595.1** | **557.9** | **546.6** | **6.7** | **2.1** |
| **Loss from operations** | **(559.5)** | **(519.8)** | **(441.2)** | **7.6** | **17.8** |
| Non-operating revenues, net of expenses | 2,098.6 | 1,934.8 | 1,889.6 | 8.5 | 2.4 |
| **Income before capital contributions** | **1,539.1** | **1,415.0** | **1,448.4** | **8.8** | **(2.3)** |
| Capital contributions | 486.2 | 431.8 | 260.4 | 12.6 | 65.8 |
| **Change in net position** | **2,025.3** | **1,846.8** | **1,708.8** | **9.7** | **8.1** |
| Total net position, beginning | 13,863.1 | 12,016.3 | 10,297.4 | 15.4 | 16.7 |
| Cumulative adjustment for adoption of GASB 87 | - | - | 10.1 | - | (100.0) |
| **Total net position, ending** | **$ 15,888.4** | **$ 13,863.1** | **$ 12,016.3** | **14.6%** | **15.4%** |

## Operating Revenues

Operating revenues are comprised of passenger fares and other revenues related to operations, such as advertising, rental of facilities, and other miscellaneous revenues.

## Passenger Fare Revenue

Passenger fares are derived from the sale of Sounder commuter rail and Link light rail tickets at ticket vending machines (TVMs), fare box receipts on ST Express and use of One Regional Card for All (ORCA) products on all modes. Fares are charged on each service, except Tacoma Link. Passenger fare revenue decreased 8.5% and 68.3% in 2021 and 2020, respectively. The total decrease in 2021 was primarily due to COVID-19, which continues to impact passenger fare revenues on ST Express and Sounder modes. This was offset by a 37.2% increase in Link with some returning riders and the opening of the Northgate Link extension. The decreases in 2020 were primarily due to COVID-19.

Passenger fare revenue by mode are as follows:

**Passenger fare revenue**

| *(in millions)* | | | | % Change | |
|---|---|---|---|---|---|
| | 2021 | 2020 | 2019 | 2021-2020 | 2020-2019 |
| Link | $ 15.6 | $ 11.4 | $ 43.3 | 37.2% | (73.8)% |
| ST Express | 9.8 | 13.7 | 36.4 | (28.4) | (62.4) |
| Sounder | 2.7 | 5.7 | 17.4 | (52.6) | (67.1) |
| **Total** | **$ 28.1** | **$ 30.8** | **$ 97.1** | **(8.5)%** | **(68.3)%** |

## Ridership

Sound Transit provided 17.8 million rides in 2021, an increase of 11.8%, compared to 15.9 million rides in 2020. Changes in ridership by mode were as follows:

- Link ridership increased 43.9% from 2020 and decreased 67.9% between 2020 and 2019. The increase in ridership in 2021 is attributable to opening of the Northgate Link extension.
- ST Express ridership decreased 17.9% from 2020 and 64.2% between 2020 and 2019. The decline in ridership in 2021 is attributable to COVID-19 ridership decline as public health measures were implemented to control the virus and people continued to work remotely.
- Sounder commuter rail ridership decreased 42.0% from 2020 and 72.6% between 2020 to 2019. The decline in ridership in 2021 is attributable to COVID-19 ridership decline as public health measures were implemented to control the virus and people continued to work remotely.

A summary of the ridership by year and mode of transportation are as follows:

**Ridership**

| *(in millions)* | | | | % Change | |
|---|---|---|---|---|---|
| | 2021 | 2020 | 2019 | 2021-2020 | 2020-2019 |
| Link | 11.9 | 8.3 | 25.7 | 43.9% | (67.9)% |
| ST Express | 5.2 | 6.3 | 17.5 | (17.9) | (64.2) |
| Sounder | 0.7 | 1.3 | 4.6 | (42.0) | (72.6) |
| **Total** | **17.8** | **15.9** | **47.8** | **11.8%** | **(66.8)%** |

## Average Fare per Boarding (AFB)

The combined AFB decreased by 18.7% in 2021 due to COVID-19. The 2021 AFB for all modes declined due to ORCA Passport contract restructuring and lower fare payment compliance due to the temporary suspension of fare enforcement.

**Average fare per boarding**

| | | | | % Change | |
|---|---|---|---|---|---|
| | 2021 | 2020 | 2019 | 2021-2020 | 2020-2019 |
| Link | $ 1.35 | $ 1.43 | $ 1.73 | (5.6)% | (18.0)% |
| ST Express | 1.90 | 2.18 | 2.08 | (12.8) | 5.0 |
| Sounder | 3.75 | 4.51 | 3.76 | (16.9) | 19.7 |
| **Combined average fare per boarding** | **$ 1.62** | **$ 1.99** | **$ 2.06** | **(18.7)%** | **(3.9)%** |

## Other Operating Revenues

Other operating revenues consist of vehicle advertising, rental of facilities, and other miscellaneous revenues.

## Operating Expenses

**Operating expenses**

| *(in millions)* | | | | % Change | |
|---|---|---|---|---|---|
| | 2021 | 2020 | 2019 | 2021-2020 | 2020-2019 |
| **Operating expenses** | | | | | |
| Operations and maintenance | $ 358.1 | $ 332.3 | $ 335.6 | 7.7% | (1.0)% |
| Agency administration | 15.6 | 15.1 | 16.0 | 3.7 | (5.8) |
| Fare and regional planning | 17.3 | 13.1 | 8.7 | 32.0 | 51.4 |
| Depreciation, amortization | 204.1 | 197.4 | 186.3 | 3.4 | 5.9 |
| **Total** | **$ 595.1** | **$ 557.9** | **$ 546.6** | **6.7%** | **2.1%** |

Operating expenses are comprised of operations and maintenance costs, agency administration, fare and regional planning, depreciation and amortization. Major operations and maintenance expense categories consist of services, materials, utilities, insurance, taxes, purchased transportation, allocated overhead from general and agency administration divisions, short-term leases and rental expense. Purchased transportation includes amounts paid for the operation of Sound Transit's express bus service to Community Transit, King County Metro and Pierce Transit, for the operation of Link light rail and associated paratransit services to King County Metro and for the operation of Sounder commuter rail services to BNSF Railway Company (BNSF). Purchased transportation services accounts for 52.3% of operating expenses in 2021 (53.6% in 2020). Services are the next largest expenditure category and include the Sounder vehicle maintenance, contracted to the National Railroad Passenger Corporation (Amtrak), as well as various contracts for facility maintenance, policing services and security at Sound Transit's owned and shared facilities. Services were 19.7% in 2021 (23.1% in 2020) of total operating and maintenance expenses.

## Operations and Maintenance Expenses by Mode

The following table presents operating and maintenance expenses by mode:

**Operations and maintenance expenses by mode**

| *(in millions)* | | | | % Change | |
|---|---|---|---|---|---|
| | 2021 | 2020 | 2019 | 2021-2020 | 2020-2019 |
| Link | $ 160.9 | $ 144.3 | $ 138.5 | 11.4% | 4.8% |
| ST Express | 136.8 | 135.4 | 142.8 | 1.0 | (5.2) |
| Sounder | 60.4 | 52.6 | 54.3 | 15.0 | (3.3) |
| **Total** | **$ 358.1** | **$ 332.3** | **$ 335.6** | **7.7%** | **(1.0)%** |

Link operations and maintenance expenses include both Link and Tacoma Link light rail and increased $16.6 million or 11.4% in 2020 and $5.8 million or 4.8% in 2020. The majority of cost increases in 2021 are due to expanded service with Northgate Link opening and increase in negotiated operator rates. The majority of cost increases in 2020 are related to increases in negotiated operator rates, security and maintenance on facilities, rails and vehicles.

ST Express operations and maintenance expenses increased $1.4 million or 1.0% in 2021 and decreased $7.4 million or 5.2% in 2020. Operating levels in 2021 were comparable to 2020, while decreases in 2020 were mainly due to service level reductions from lower demand caused by the COVID-19 pandemic and lower fuel prices.

Sounder operations and maintenance expenses increased $7.8 million or 15.0% in 2021 and decreased $1.7 million or 3.3% in 2020. The increases in 2021 were mainly due to higher insurance rates and fuel costs while the decreases in 2020 were primarily due to service level reductions from lower demand caused by the COVID-19 pandemic and lower fuel prices.

### Agency Administration

Agency administration expenses are comprised of costs not allocated to capital projects or operations and include costs attributable to the general cost of government, such as the costs of the Chief Executive Office, Government Relations and Marketing. Agency administration expenses increased $0.5 million or 3.7% and decreased $0.9 million or 5.8% in 2020.

### Fare and Regional Planning

Fare and regional planning expense increased $4.2 million or 32% and $4.4 million or 51.4% in 2021 and 2020 respectively. Increases in 2021 and 2020 were primarily due to continued growth in the ORCA team, creation of an innovation team and increased consulting services across multiple fare and regional planning projects.

### Depreciation and Amortization

Depreciation and amortization are comprised of non-cash expenses that reflect the reduction in the value of capital and intangible assets over time. Depreciation and amortization increased $6.7 million or 3.4% in 2021 ($11.1 million or 5.9% in 2020) reflecting increased expense related to capital assets placed in service during the year and the full year impact of capital assets placed in service in 2020, as well as amortization of right-of-use assets related to leases.

## Non-Operating Revenues and Expenses

Net non-operating revenues increased $163.8 million or 8.5% in 2021 and $45.2 million or 2.4% in 2020. The increases in 2021 were mainly due to increase in sales and use tax and other revenues offset by long-term debt refunding and defeasance costs. The overall increase in 2020 was primarily due to $166.3 million of CARES Act revenue from the Federal Transit Administration (FTA), partially offset by a decrease in tax revenues. Net non-operating revenues and expenses are summarized in the table. Additional commentary is provided below for select items with significant year over year changes.

**Non-operating revenue/expenses**

| *(in millions)* | | | | % Change | |
|---|---|---|---|---|---|
| | 2021 | 2020 | 2019 | 2021-2020 | 2020-2019 |
| **Non-operating revenues** | | | | | |
| Sales and use tax | $ 1,584.8 | $ 1,324.5 | $ 1,415.7 | 19.7% | (6.4)% |
| Motor vehicle excise tax | 370.6 | 361.7 | 345.8 | 2.5 | 4.6 |
| Property tax | 157.7 | 155.3 | 150.3 | 1.5 | 3.3 |
| Rental car tax | 3.5 | 1.9 | 3.8 | 85.7 | (50.4) |
| Investment income | (2.1) | 45.3 | 70.2 | (104.6) | (35.5) |
| Other revenues | 248.8 | 209.6 | 66.3 | 18.7 | 216.1 |
| **Total** | **2,363.3** | **2,098.3** | **2,052.1** | **12.6** | **2.2** |
| **Non-operating expenses** | | | | | |
| Interest expense | 88.6 | 100.1 | 100.5 | (11.5) | (0.3) |
| Loss on defeasance of bonds | 72.4 | - | - | 100.0 | - |
| Contributions to other governments | 55.3 | 21.7 | 33.7 | 155.1 | (35.7) |
| Other expenses | 41.0 | 25.8 | 16.2 | 58.9 | 59.3 |
| Contributions to affordable housing | 6.8 | 11.0 | - | (38.2) | 100.0 |
| Loss (gain) on disposal of assets | 0.5 | 0.9 | 12.1 | (48.3) | (92.3) |
| Impairment | 0.1 | 4.0 | - | (97.5) | 100.0 |
| **Total** | **264.7** | **163.5** | **162.5** | **61.9** | **0.6** |
| **Non-operating revenues, net** | **$ 2,098.6** | **$ 1,934.8** | **$ 1,889.6** | **8.5%** | **2.4%** |

Sales and use tax revenues increased by $260.3 million or 19.7% in 2021 and decreased $91.2 million or 6.4% in 2020. The 2021 increase is mainly due to strong regional economic recovery from COVID-19 and the 2020 decrease is primarily due to COVID-19, which negatively impacted the regional economy.

Investment income decreased $47.4 million or 104.6% in 2021 and decreased $24.9 million or 35.5% in 2020. Decrease in investment in 2021 was mainly due to lower market rate conditions. Decrease in investment income in 2020 was primarily due to lower investment balances and lower interest rates. Investment income includes the impact of market adjustments to fair market value at year-end and interest income from leasing transactions.

Other revenues are comprised primarily of funds received from federal agencies to support light rail and bus operations and in relation to the Build America Bond program. Other revenues increased in 2021 by $39.2 million or 18.7% mainly due to the $179.6 million of Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act funding, offset by decreases in the CARES Act funding from 2020. The increase in 2020 by $143.3 million or 216.1% mainly due to $166.3 million from the CARES Act and offset by lower light rail and ST Express preventative maintenance funds.

Contributions to other governments increased $33.6 million or 155.1% in 2021 and decreased $12.0 million or 35.7% in 2020. The increases in 2021 were mainly due to contributions of $25.4 million to the City of Seattle and $4.9 million to King County Metro (KCM). The decreases in 2020 were related primarily to decreases in funding I-90 and I-405 highway transit improvement projects under agreements with the Washington State Department of Transportation (WSDOT). The agency receives credit from WSDOT under a land bank agreement for funding highway improvement projects. Sound Transit recognizes land bank credits when they are used to fund the purchase or lease of WSDOT property necessary for transit projects (see also note 12). Contributions to other governments and contributions to affordable housing are dependent upon the timing and scope of project activities. As such, there may be significant fluctuations from year to year depending upon the timing and scope of capital improvement or funding arrangements for other governments.

In 2021, long-term debt was defeased, resulting in a loss on bond defeasance of $72.4 million (see also note 8).

Interest expense is recognized in the period in which the cost is incurred. Interest expense includes interest from borrowing and leasing transactions. Total interest expense was $88.6 million and $100.1 million in 2021 and 2020, respectively. Decreases of $11.5 million or 11.5% in 2021 and $0.4 million or 0.3% in 2020 were due to lower interest rates on variable long-term debt and overall lower long-term debt balance.

The Entrance of the Operations and Maintenance Facility: East in Bellevue.

## Capital Contributions

Capital contributions include federal grant funding and state and local contributions to Sound Transit. Capital contributions increased in 2021 by $54.4 million or 12.6% and by $171.4 million or 65.8% in 2020 as a result of fluctuations in federal grants and the timing of utilization of WSDOT land bank credits for temporary construction easements and airspace leases. The following table summarizes capital contributions by major category:

**Capital contributions**

| *(in millions)* | 2021 | 2020 | 2019 | % Change 2021-2020 | % Change 2020-2019 |
|---|---|---|---|---|---|
| Federal | $ 464.1 | $ 411.5 | $ 216.0 | 12.8% | 90.6% |
| State and local governments | 22.1 | 20.3 | 44.4 | 8.9 | (54.4) |
| **Total** | **$ 486.2** | **$ 431.8** | **$ 260.4** | **12.6%** | **65.8%** |

Capital contributions of $486.2 million in 2021 were $54.4 million or 12.6% higher than 2020 primarily as a result of $96.1 million in federal contributions related to the Federal Way Link extension full funding grant agreement (FFGA), $21.9 million related to Tacoma Link extension and $18.5 million related to Downtown Redmond Link extension. This increase was offset by decreases of $29.3 million from Lynnwood Link extension, $24.8 million for Northgate Link extension and $17.3 million for a Bus Replacement grant. Capital contributions of $431.8 million in 2020 were $171.4 million or 65.8% higher than 2019 primarily as a result of $143.5 million in federal contributions related to the Federal Way Link extension full funding grant agreement (FFGA) and $40.6 million related to Lynnwood Link extension.

Projects receiving federal funding in excess of $5.0 million in 2021 included Federal Way, Lynnwood, and Tacoma Dome Link extensions. In 2020, projects included Federal Way, Northgate, Lynnwood, and Tacoma Dome Link extensions and the Sounder South Capacity expansion project.

State and local government contributions increased $1.8 million or 8.9% in 2021 and decreased $24.1 million or 54.4% in 2020.

$17.0 million and $12.4 million of WSDOT land bank credits were utilized to fund temporary construction easements and access rights related to the Lynnwood Link Extension project in 2021 and 2020, respectively, and represent nearly all of the state and local government contributions for those years (see also note 12).

Sounder South pulls into Lakewood Station.

## Capital Assets

A summary of Sound Transit's capital assets are presented in the following table:

**Capital assets, net**

| *(in millions)* | December 31 2021 | 2020 | 2019 | % Change 2021-2020 | % Change 2020-2019 |
|---|---|---|---|---|---|
| Land | $ 1,107.1 | $ 1,029.8 | $ 913.7 | 7.5% | 12.7% |
| Permanent easements | 550.1 | 549.4 | 546.3 | 0.1 | 0.6 |
| Capital projects in progress | 7,250.5 | 7,759.7 | 5,839.3 | (6.6) | 32.9 |
| **Total non-depreciable assets** | **8,907.7** | **9,338.9** | **7,299.3** | **(4.6)** | **27.9** |
| Transit facilities, rail and heavy equipment | 5,790.1 | 3,842.2 | 3,949.4 | 50.7 | (2.7) |
| Access rights | 298.9 | 311.8 | 330.8 | (4.1) | (5.8) |
| Revenue vehicles | 532.3 | 470.8 | 461.2 | 13.1 | 2.1 |
| Other depreciable assets | 21.1 | 20.4 | 26.5 | 3.7 | (23.1) |
| **Total depreciable assets** | **6,642.4** | **4,645.2** | **4,767.9** | **43.0** | **(2.6)** |
| **Total capital assets, net** | **$ 15,550.1** | **$ 13,984.1** | **$ 12,067.2** | **11.2%** | **15.9%** |

In 2021, spending on capital projects in progress was $1,840.2 million, while in 2020 it was $2,134.1 million. Project spending continued in 2021 on major Link light rail extensions, offset by completion of the Northgate Link project. The decrease in 2021 spending was due to slower right of way acquisitions and delayed construction activities on the various Link extension projects, Operations Maintenance Facility East project, and Bus Rapid Transit projects. The increase in 2020 was due to growth of simultaneous Link light rail extension projects, including East, Lynnwood, Federal Way, and Redmond, as well as Operations Maintenance Facility East project.

Construction workers check a level at the future Kent/Des Moines Link Station as part of the Federal Way Link Extension.

Capital projects with major spending activity in excess of $5 million in 2021 and 2020 are summarized in the following table:

| Year | Link | Sounder | Regional Express / Stride |
|---|---|---|---|
| 2021 | Downtown Redmond Link Extension<br>East Link Extension<br>Federal Way Link Extension<br>Hilltop Tacoma Link Extension<br>Light Rail Vehicle Expansion<br>Lynnwood Link Extension<br>Northgate Link Extension<br>Operations & Maintenance Facility East<br>Tacoma Dome Link Extension<br>West Seattle-Ballard Link Extension | Puyallup Station<br>Fleet Expansion | I-405 Bus Rapid Transit<br>Bus Rapid Transit Stations |
| 2020 | Downtown Redmond Link Extension<br>East Link Extension<br>Federal Way Link Extension<br>Hilltop Tacoma Link Extension<br>Light Rail Vehicle Expansion<br>Lynnwood Link Extension<br>Northgate Link Extension<br>Operations & Maintenance Facility East<br>Tacoma Dome Link Extension<br>West Seattle-Ballard Link Extension | Puyallup Station | I-405 Bus Rapid Transit<br>Bus Rapid Transit Stations<br>Fleet Replacement |

See note 6 to the Financial Statements for additional information about Sound Transit's capital assets.

Passengers wait to board Link at International District/Chinatown Station.

## Long-Term Debt

A summary of Sound Transit's long-term debt is presented in the following table:

**Long-term debt**

| *(in millions)* | December 31 | | | % Change | |
|---|---|---|---|---|---|
| | 2021 | 2020 | 2019 | 2021-2020 | 2020-2019 |
| **Long-term debt** | | | | | |
| Bonds payable | $ 2,251.1 | $ 2,275.7 | $ 2,330.0 | (1.1)% | (2.3)% |
| TIFIA Loans | 87.7 | 156.6 | 156.6 | (44.0) | - |
| **Total long-term debt** | **$ 2,338.8** | **$ 2,432.3** | **$ 2,486.6** | **(3.8)%** | **(2.2)%** |

In 2021, Sound Transit issued Parity Bonds of $784.7 million and refunded $84.7 million of fixed rate Sales Tax and Motor Vehicle Excise Tax Improvement Bonds. These bonds are designated as Green Bonds based on the planned use of the proceeds to finance projects that adhere to Sound Transit's Sustainability Plan. The agency also defeased $823.6 million of Parity Bonds, resulting in a loss on bond defeasance of $72.4 million.

Other reductions in bonds payable in 2021 and 2020 are due to regular scheduled principal payments. Under state law, issuance of bonds payable from any type of tax is subject to statutory debt limitations. Sound Transit is currently authorized to incur debt in an amount equal to 1.5% of the value of taxable property within the service area, without securing additional voter approval. With the approval of 60.0% of the region's voters, Sound Transit may incur aggregate indebtedness of up to 5.0% of the value of taxable property within the service area. Based on the 2020 assessed valuations for collection of 2021 taxes, Sound Transit's current approved remaining debt capacity is $7.8 billion and its additional remaining debt capacity subject to voter approval is $38.5 billion.

In addition, in 2021, Sound Transit dissolved the existing TIFIA Master Credit Agreement and East Link Agreement, which required paying off the outstanding borrowings of $156.6 million related to East Link, Northgate Link and the Operations and Maintenance Facility East (OMFE) loans, and related accrued interest, and executed new individual TIFIA loan agreements related to Northgate Link, East Link, OMFE, Lynnwood Link, Federal Way Link and Downtown Redmond Link. Subsequent to execution of the new agreements, $87.7 million was borrowed under the OMFE agreement.

Sound Transit's Rick Capka walks around Roosevelt Station with Governor Jay Inslee before the station opened.

# Basic Financial Statements

## Statements of net position

| *(in thousands)* | December 31 2021 | 2020 |
|---|---|---|
| **ASSETS** | | |
| **Current assets** | | |
| Cash and cash equivalents (note 3) | $ 1,133,604 | $ 425,848 |
| Restricted assets (note 3) | 79,446 | 79,331 |
| Investments (note 3) | 429,793 | 867,751 |
| Taxes and other receivables (note 4) | 404,842 | 428,420 |
| Inventory, land held for disposition and prepaids | 46,059 | 42,902 |
| **Total current assets** | **2,093,744** | **1,844,252** |
| **Non-current assets** | | |
| Restricted assets (note 3) | 19,571 | 31,268 |
| Investments (note 3) | 858,961 | 668,168 |
| Lease related assets, net (note 5) | 362,980 | 362,309 |
| Capital assets, net (note 6) | 15,550,106 | 13,984,144 |
| **Total non-current assets** | **16,791,618** | **15,045,889** |
| **Total assets** | **18,885,362** | **16,890,141** |
| **DEFERRED OUTFLOWS OF RESOURCES** | | |
| Asset retirement obligations | 2,493 | 2,592 |
| Unamortized costs on bond refunding | 5,405 | 27,063 |
| **Total deferred outflows of resources** | **7,898** | **29,655** |
| **LIABILITIES** | | |
| **Current liabilities** | | |
| Accounts payable and accrued liabilities (note 7) | 425,955 | 372,560 |
| Unearned revenue | 15,824 | 12,508 |
| Interest payable | 17,923 | 30,330 |
| Current portion, long-term debt (note 8) | 58,105 | 54,300 |
| Other claims and short-term obligations | 4,772 | 776 |
| **Total current liabilities** | **522,579** | **470,474** |
| **Non-current liabilities** | | |
| Long-term debt (note 8) | 2,280,688 | 2,377,960 |
| Lease related obligations (note 5) | 165,156 | 176,178 |
| Other long-term obligations (note 9) | 13,844 | 13,661 |
| **Total non-current liabilities** | **2,459,688** | **2,567,799** |
| **Total liabilities** | **2,982,267** | **3,038,273** |
| **DEFERRED INFLOWS OF RESOURCES** | | |
| Deferred gain on refunding | 5,424 | - |
| Unrecognized lease revenue | 17,175 | 18,429 |
| **Total deferred inflows of resources** | **22,599** | **18,429** |
| **NET POSITION** | | |
| Net investment in capital assets | 13,071,968 | 11,463,783 |
| Restricted (note 10) | 90,708 | 76,880 |
| Unrestricted | 2,725,718 | 2,322,431 |
| **Total net position** | **$ 15,888,394** | **$ 13,863,094** |

*See accompanying notes to financial statements.*

## Statements of revenues, expenses and changes in net position

| *(in thousands)* | Year ended, December 31 2021 | 2020 |
|---|---|---|
| **Operating revenues** | | |
| Passenger fares | $ 28,148 | $ 30,758 |
| Other operating revenue | 7,479 | 7,312 |
| **Total operating revenues** | **35,627** | **38,070** |
| **Operating expenses** | | |
| Operations and maintenance | 358,076 | 332,332 |
| Agency administration | 15,643 | 15,090 |
| Fare and regional planning | 17,324 | 13,129 |
| Depreciation, amortization and accretion | 204,133 | 197,375 |
| **Total operating expenses** | **595,176** | **557,926** |
| **Loss from operations** | **(559,549)** | **(519,856)** |
| **Non-operating revenues (expenses)** | | |
| Sales tax | 1,584,850 | 1,324,465 |
| Motor vehicle excise tax | 370,634 | 361,749 |
| Property tax | 157,707 | 155,306 |
| Rental car tax | 3,492 | 1,880 |
| Other revenues | 248,715 | 209,594 |
| Investment income (expense) | (2,069) | 45,280 |
| Interest expense | (88,639) | (100,149) |
| Loss on defeasance of bonds | (72,370) | - |
| Contributions to other governments | (55,251) | (21,655) |
| Other expenses | (41,632) | (30,680) |
| Contributions to affordable housing | (6,837) | (10,992) |
| **Total non-operating revenues, net** | **2,098,600** | **1,934,798** |
| **Income before capital contributions** | **1,539,051** | **1,414,942** |
| Federal capital contributions | 464,142 | 411,562 |
| State and local capital contributions | 22,107 | 20,280 |
| **Total capital contributions** | **486,249** | **431,842** |
| **Change in net position** | **2,025,300** | **1,846,784** |
| **Total net position, beginning of year** | **13,863,094** | **12,016,310** |
| **Total net position, end of year** | **$ 15,888,394** | **$ 13,863,094** |

*See accompanying notes to financial statements.*

## Statements of cash flows

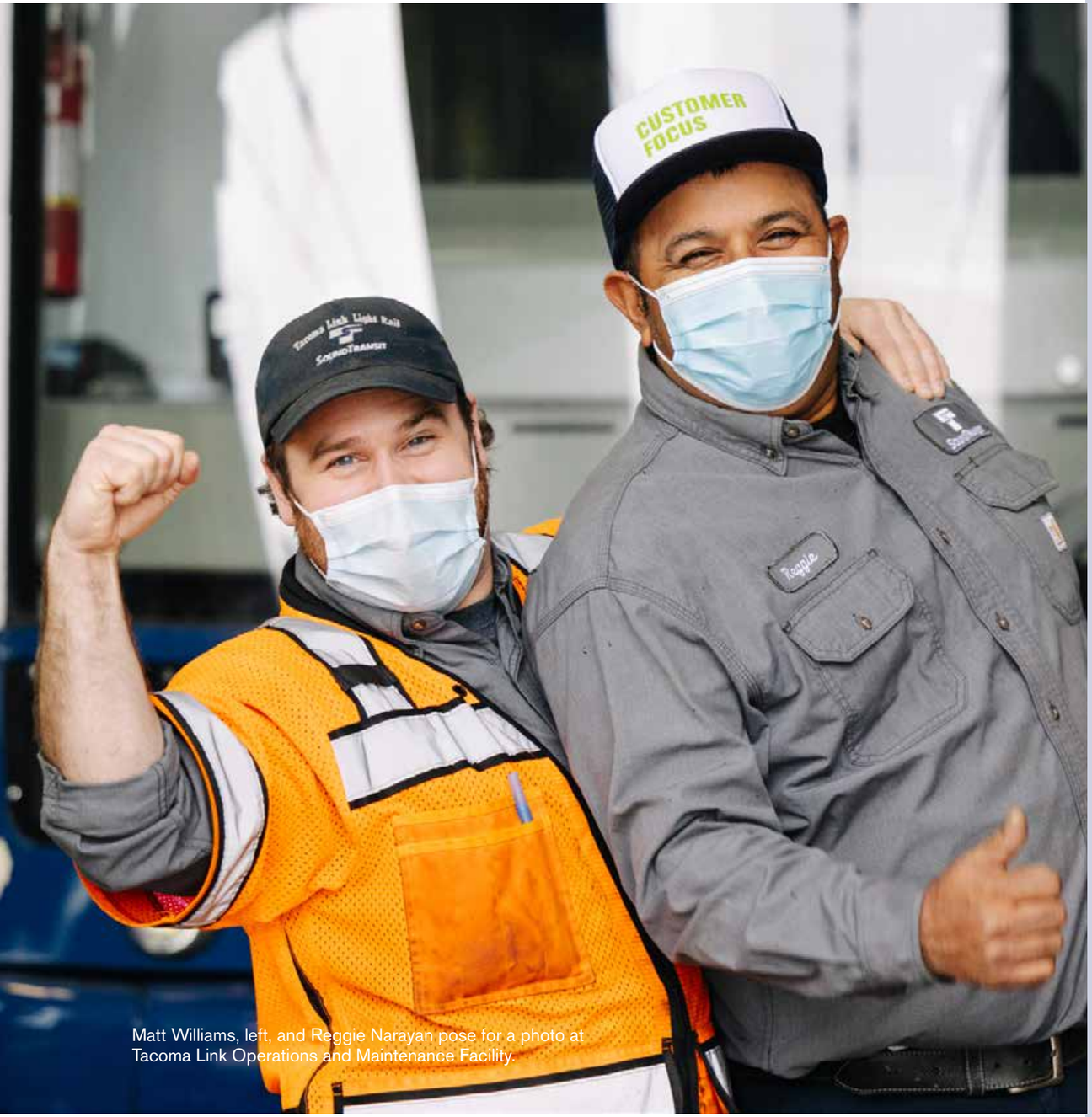
| *(in thousands)* | Year ended, December 31 2021 | 2020 |
|---|---|---|
| **Cash flows from operating activities** | | |
| Cash receipts from fares | $ 30,113 | $ 39,602 |
| Cash receipts from other operating revenue | 6,021 | 9,312 |
| Payments to employees for wages and benefits | (57,938) | (50,612) |
| Payments to suppliers | (149,658) | (168,239) |
| Payments to transportation service providers | (165,419) | (228,710) |
| **Net cash used by operating activities** | **(336,881)** | **(398,647)** |
| **Cash flows from non-capital financing activities** | | |
| Preventative maintenance grants received | 241,736 | 27,392 |
| Taxes received | 2,079,676 | 1,849,801 |
| Tax collection fees paid | (10,369) | (7,542) |
| **Net cash provided by non-capital financing activities** | **2,311,043** | **1,869,651** |
| **Cash flows from capital and related financing activities** | | |
| Capital contributions from grants | 542,614 | 424,970 |
| Contributions to other government | (5,000) | (5,000) |
| Proceeds (payments) for betterments and recoverable costs | 4,920 | (8,237) |
| Proceeds from insurance recoveries and sale of assets | 987 | 6,857 |
| Proceeds from issuance of bonds | 950,000 | - |
| Proceeds from TIFIA loans | 87,664 | - |
| Payments for bond defeasance | (946,446) | - |
| Payments for bond principal | (54,300) | (42,915) |
| Payments for bond refunding | (11,584) | - |
| Payments for interest and bond related costs | (104,375) | (98,322) |
| Payments to employees capitalized to projects | (121,092) | (123,670) |
| Payments to suppliers for capital activities | (1,607,536) | (1,714,294) |
| Payments for TIFIA loans | (156,606) | - |
| Purchase of property | (80,838) | (116,618) |
| Payments for lease obligations | (26,303) | (12,721) |
| Receipts from lessees | 3,082 | 2,265 |
| **Net cash used by capital and related financing activities** | **(1,524,813)** | **(1,687,685)** |
| **Cash flows from investing activities** | | |
| Investment income | 21,106 | 44,345 |
| Proceeds from sales or maturities of investments | 1,791,465 | 1,170,918 |
| Purchases of investments | (1,553,459) | (854,710) |
| **Net cash used by investing activities** | **259,112** | **360,553** |
| **Net (decrease) increase in cash and cash equivalents** | **708,461** | **143,872** |
| **Cash and cash equivalents** | | |
| Beginning of year | 513,087 | 369,215 |
| **End of year** | **$ 1,221,548** | **$ 513,087** |
| **Cash and cash equivalents (note 3)** | | |
| Unrestricted | $ 1,133,604 | $ 425,848 |
| Current restricted | 78,914 | 78,800 |
| Non-current restricted | 9,030 | 8,439 |
| | **$ 1,221,548** | **$ 513,087** |

## Statements of cash flows, continued

| *(in thousands)* | Year ended, December 31 2021 | 2020 |
|---|---|---|
| **Loss from operations** | **$ (559,549)** | **$ (519,856)** |
| **Adjustments to reconcile loss from operations to net cash used by operating activities** | | |
| (Increase) Decrease in bad debt expense | (9) | 10 |
| Depreciation, amortization and accretion | 204,133 | 197,375 |
| Increase in other expenses | (882) | (1,814) |
| **Changes in operating assets and liabilities** | | |
| (Increase) Decrease in other receivables | (5,305) | 10,743 |
| Decrease (Increase) in inventory, prepaid and deposits | 1,307 | (20,239) |
| Increase (Decrease) in accounts payable and accrued liabilities | 20,089 | (63,881) |
| Increase (Decrease) in unearned revenue | 3,339 | (699) |
| Decrease in other current liabilities | (4) | (286) |
| **Net cash used by operating activities** | **$ (336,881)** | **$ (398,647)** |

| *(in thousands)* | Year ended, December 31 2021 | 2020 |
|---|---|---|
| **Supplemental disclosures of non-cash operating, investing and financing activities** | | |
| Bond defeasance related to refunding | $ (10,521) | $ - |
| Bond issuance related to refunding | 100,848 | - |
| Bond issuance expense | (2,579) | - |
| Capital contribution from Land Bank | 3,161 | 13,504 |
| Contributions to other governments | (50,251) | (16,655) |
| Construction in progress in current liabilities | 340,774 | 304,362 |
| Increase in fair value of investments | (17,641) | 1,885 |
| Additions to lease related assets, net | 9,967 | 9,514 |
| Additions to lease obligations, net | (24,778) | (9,588) |
| Additions to deferred inflows of resources, net | (1,074) | - |
| Spare parts previously capitalized | (8,789) | (1,139) |
| Start-up costs previously capitalized | (13,999) | (14,991) |

*See accompanying notes to financial statements.*




Matt Williams, left, and Reggie Narayan pose for a photo at Tacoma Link Operations and Maintenance Facility.

# Notes to financial statements

**YEARS ENDED DECEMBER 31, 2021 AND 2020**

## 1. ORGANIZATION AND REPORTING ENTITY

As provided under the Revised Code of Washington (RCW) Chapter 81.112 applicable to a regional transit authority, the Central Puget Sound Regional Transit Authority, a public corporation acting under the service name of Sound Transit, also referred to herein as "the agency", was established in 1993. Sound Transit is implementing a high capacity transportation system throughout parts of King, Pierce and Snohomish counties in the State of Washington through the design, construction and operation of a commuter rail (Sounder), light rail (Link and Tacoma Link), regional express bus system (ST Express) and bus rapid transit system (Stride).

***Reporting Entity***—Sound Transit is a special purpose government supported primarily through sales and use, motor vehicle excise, property and rental car taxes assessed in Sound Transit's operating jurisdiction (the District). In addition, Sound Transit receives capital and operating funding from federal, state and local agencies.

Sound Transit is governed by an eighteen-member board, seventeen of whom are appointed by the respective member county executives and confirmed by the council of each member county. Membership is based on the population from the portion of each county that lies within Sound Transit's service area. Representation on the board includes an elected official representing the largest city in each county and ensures proportional representation from other cities and from unincorporated areas of each county. The final board position is held by the Secretary of Transportation, Washington State Department of Transportation.

Accounting principles generally accepted in the United States of America (GAAP) require the financial statements of the reporting entity to include the primary government, all organizations for which the primary government is financially accountable and other organizations that, by the nature and significance of their relationship with the primary government, would cause the financial statements to be incomplete or misleading if excluded. Based on these criteria, Sound Transit is considered a primary government and does not have any component unit relationships. Conversely, Sound Transit is not considered a component unit of any primary government.

## 2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The following summary of significant accounting policies is presented to assist the reader in interpreting the financial statements and should be considered an integral part of the financial statements.

***Basis of Accounting***—The accounts are maintained and financial statements are prepared using the economic resources measurement focus and accrual basis of accounting in accordance with GAAP. The Governmental Accounting Standards Board (GASB) is the accepted standard setting body for establishing governmental accounting and financial reporting principles. As Sound Transit comprises a single proprietary fund, no fund level financial statements are shown.

In accordance with GAAP, all revenues are recognized in the period in which they are earned and expenses are recognized in the period in which they are incurred. All assets, deferred outflows of resources, liabilities and deferred inflows of resources associated with the operation of Sound Transit are included in the Statements of Net Position and depreciation and

amortization of capital assets is recognized in the Statements of Revenues, Expenses and Changes in Net Position.

Operating revenues are recognized in the period earned and consist primarily of passenger fares. Operating expenses are recognized in the period in which they are incurred and consist primarily of purchased transportation services.

Non-operating revenues, primarily tax revenues, are recorded in the period when the underlying transaction occurs on which the tax is imposed and include sales and use tax on goods and services, motor vehicle excise tax, property tax and rental car tax. Non-operating expenses are recognized in the period in which they are incurred and consist primarily of loss on defeasance of bonds, interest expense and contributions to other governments.

Sales, use and rental car taxes are collected on Sound Transit's behalf by the Washington State Department of Revenue and the motor vehicle excise tax by the Washington State Department of Licensing. Property tax is levied on a calendar year basis and is administered and collected by King, Pierce and Snohomish counties. Taxes are levied within the district at a rate of 1.4% for sales and use, 1.1% for motor vehicle excise and 0.8% on rental cars. In November 2016, voters approved an increase in the sales and use tax of 0.5%, an additional motor vehicle excise tax of 0.8%, both of which are included in the rates stated above, and a property tax levy rate up to $0.25 per $1,000 of assessed property value. The additional motor vehicle tax came into effect March 1, 2017 and the additional sales and use tax came into effect April 1, 2017. The first property tax levy was authorized for calendar year 2017.

***Bond Discounts and Premiums***—Bond discounts and premiums are recorded net to long-term debt and amortized using the effective interest rate method over the life of the related debt issuance. Deferred outflows of resources includes the excess of the price paid on debt refunding and the net carrying amount of the old debt, which is amortized over the remaining life of the old debt or the new debt, whichever is shorter. Deferred inflows of resources includes the deficit of the price paid on debt refunding and the net carrying amount of the old debt, which is amortized over the remaining life of the old debt or the new debt, whichever is shorter.

***Capital Assets***—Capital assets are stated at cost, except for capital assets contributed to Sound Transit, which are stated at the fair value on the date of contribution. Expenditures and contributions for additions and improvements with a value in excess of $5,000 and a useful life of more than one year are capitalized. Maintenance, repairs and minor improvement costs are charged to operations as incurred. Depreciation and amortization of capital and intangible assets are recorded using the straight-line method applied to each asset over its estimated useful life, except for the amortization associated with leasehold improvements which is recognized over the shorter of the life of the asset and the remaining length of the related lease agreement.

Estimated useful lives are shown in the following table:

| | Estimated useful life |
|---|---|
| Access rights | 5 – 100 years |
| Buildings and leasehold improvements | 5– 30 years |
| Furniture, equipment and vehicles | 3 – 8 years |
| Revenue vehicles | 12 – 40 years |
| Software | 3 – 5 years |
| Transit facilities, rail and heavy equipment | 6 – 150 years |

On an annual basis, Sound Transit evaluates whether events or circumstances have occurred affecting capital assets that are other than temporary in nature and which could result in an impairment of those assets. Impairment is considered to have occurred if there is a large permanent decline in the asset's service utility and the event or circumstance is outside the normal life cycle of the asset. Impairment losses on assets that will no longer be used are measured based on the lower of carrying value and fair value of the affected asset. Impairment losses on assets that will continue to be used are measured using the method that best reflects the diminished service utility.

All qualifying costs, directly and indirectly, attributable to capital projects are capitalized. Capital projects in progress (CIP) balances include costs incurred for projects not yet in service and are segregated between assets in which Sound Transit maintains a continuing ownership interest and capital assets that will be transferred to other governments upon completion.

Access rights include costs incurred for, or rights acquired that allow, Sound Transit to operate its services in public and private right of ways. Access rights are amortized over the life of the underlying asset constructed or the term of the contractual agreement granting the related right.

Interest costs on funds borrowed through tax-exempt and taxable debt to finance the construction or acquisition of certain capital assets are expensed in the period in which they are incurred. Prior to 2019, interest costs were capitalized during the period of construction or acquisition and depreciated over the life of the related assets once placed into service.

***Capital Contributions to Other Governments***—Pursuant to capital improvement agreements, Sound Transit has provided funding to, or constructed assets for, various governments for transit-related capital improvements. Costs incurred to construct assets for other governments are capitalized and included in CIP until the asset is substantially completed and accepted, at which time the costs are transferred out of CIP and recorded as contributions to other governments.

***Cash and Cash Equivalents***—Cash and cash equivalents consist of cash on hand, demand deposits and short-term investments with maturities of three months or less at the time of purchase. Restricted cash and cash equivalents contain externally imposed legal and contractual obligations and are classified as current or non-current in accordance with their requirements.

***Compensated Absences***—The agency provides a PTO program to eligible employees. Under the program, PTO is earned based on tenure and job level. PTO is payable at 50% upon employee termination. Certain accrued balances relating to the legacy programs will continue to be presented as liabilities until utilized or forfeited.

***Environmental Remediation Obligations***—Environmental remediation activities are reviewed annually to determine whether an obligating event has occurred, as defined by GASB Statement No. 49, *Accounting and Financial Reporting for Pollution Remediation Obligations,* when the liability should be accrued and whether the cost should be expensed or capitalized. Generally such costs are incurred in relation to properties that Sound Transit is preparing for use in operations, or in relation to properties acquired to support the construction of a project and which are subsequently resold. As such, these costs are recorded as incurred and capitalized to the project. Costs that are in excess of the property's fair market value, or that do not meet capitalization criteria under GAAP, are expensed as soon as a reasonable estimate can be obtained.

***Indirect Cost Allocation***—Indirect costs relate to the overall costs of running the agency and include employee costs, office space, services and information technology costs. These indirect costs are allocated to capital projects, operating activities, agency administration and fare and regional planning using overhead rates that are based primarily on departmental headcount and budgeted expenditures. Overhead rates are designed to allocate all agency overhead costs except for certain executive divisions and marketing costs.

***Inventory***—Inventory includes spare parts and is recorded at the lower of average purchase cost and net realizable value. Allowances for excess and obsolete parts are provided for spare parts currently identified as excess and obsolete. Allowances are reflected as a charge to operations and are based on management's estimate, which is subject to change. As of December 31, 2021 and 2020, inventory reflects an allowance of $0.8 million.

***Investment Valuation***—Investments are stated at fair value.

***Land Held for Disposition***—Properties determined to be excess to Sound Transit's use, authorized by the Board for disposition and intended to be disposed of within one year are classified as land held for disposition. Pursuant to RCW 81.112.350, surplus properties are evaluated for suitability as housing as 80% of such properties must be offered for either transfer at no cost, sale, or long-term lease first to qualified entities that agree to develop affordable housing on the property, consistent with local land use and zoning laws. Properties meeting such criteria and subject to an agreement or request for proposal are reclassified to land held for disposition at carrying cost until such time as the disposition closes, at which time a contribution to affordable housing is recorded. Properties not disposed as part of the 80% requirement are valued at the lower of purchase cost or net realizable value.

***New Accounting Pronouncements***

In May 2020, the GASB issued Statement No. 96, *Subscription-Based Information Technology Arrangements (SBITAs),* effective for reporting periods beginning after June 15, 2022. This statement provides guidance on the accounting for SBITAs based on the concept that certain SBITAs result in a right-to-use intangible asset and corresponding liability that should be recognized on the financial statements, that certain costs may be capitalizable and that governments should make certain relevant disclosures. Sound Transit is evaluating the applicability and potential financial impact of the standard.

In March 2020, the GASB issued Statement No. 94, *Public-Private and Public-Public Partnerships and Availability Payment Arrangements,* effective for reporting periods beginning after June 15, 2022. This statement provides guidance on the accounting for partnerships involving the operation of nonfinancial assets in an exchange or exchange-like transaction and availability payment arrangements. Sound Transit is evaluating the applicability and potential financial impact of the standard.

***Reclassifications***—Certain reclassifications have been made to the 2020 financial statements to conform to the current year's presentation.

***Reserves***—Sound Transit's financial policies require the agency to maintain certain internal reserves as follows: an operating expense reserve in the amount of two months average annual spending expenses; a capital replacement reserve supported by a specific investment fund; and an emergency loss fund to cover retention, deductible or excess loss due to an uninsured loss or portion of loss. As these cash and investment reserves are derived from internal restrictions, they are included in unrestricted net position.

***Restricted Net Position***—Restricted net position consists of cash, cash equivalents and investments that contain externally imposed legal and contractual obligations. Assets comprising restricted net position are used in accordance with their requirements and where both restricted and unrestricted resources are available for use, restricted resources are used first and then unrestricted resources as they are needed.

***Revenue and Expense Classification***—Sound Transit distinguishes operating revenues and expenses from non-operating items in the preparation of its financial statements. Operating revenues and expenses generally result from providing passenger services in connection with Sound Transit's principal ongoing operations. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

***Tax Abatements***—As of December 31, 2021 and 2020, Sound Transit has no direct tax abatement agreements wherein taxes are decreased for a particular payer which contribute to economic development or otherwise benefits the government or its citizens. In 2021 and 2020, Sound Transit collected property tax revenue through Snohomish, King and Pierce counties which have direct tax abatement agreements. However, the tax abatements do not result in reduction or loss of revenue to Sound Transit, pursuant to Washington State law, as these taxes are reallocated to other property taxpayers.

***Undivided Interests***—Sound Transit participates in a joint operation (or undivided interest), jointly governed with six other agencies for the provision of a regional fare coordination system (One Regional Card for All, ORCA). Sound Transit reports its undivided interest in assets, liabilities, expenses and revenues of ORCA within its financial statements, as they are specifically identifiable to Sound Transit. ORCA does not meet the definition of a component unit as defined in GASB No. 61 – *The Financial Reporting Entity: Omnibus.*

***Use of Estimates***—The preparation of the financial statements in conformity with GAAP requires management to make estimates and assumptions that affect the amounts reported in the financial statements and accompanying notes. Actual results could differ from those estimates.

## 3. CASH, CASH EQUIVALENTS, INVESTMENTS AND RESTRICTED ASSETS

Cash and cash equivalents consist of cash on hand, demand deposits and short-term investments with maturities of three months or less at the time of purchase. Cash in the Local Government Investment Pool (LGIP) is managed by the Washington State Treasurer's Office. Investments in the King County Investment Pool (KCIP) are managed by the King County Finance Division. The LGIP and the KCIP represent an interest in a group of securities and have no specific security subject to custodial risk.

Sound Transit's bank deposits are covered by the Federal Deposit Insurance Corporation (FDIC) or by collateral held in a multiple financial institution collateral pool administered by the Washington Public Deposit Protection Commission (PDPC). All deposits not covered by the FDIC are covered by the PDPC.

Cash, cash equivalents, investments and restricted assets consist of the following:

| *(in thousands)* | December 31 2021 | 2020 |
|---|---|---|
| **Cash and cash equivalents - current** | | |
| LGIP * | $ 1,124,341 | $ 422,568 |
| FDIC or PDPC insured bank deposits | 6,568 | 1,757 |
| Cash on hand | 2,695 | 1,523 |
| | **1,133,604** | **425,848** |
| **Restricted assets - current** | | |
| Cash and cash equivalents - LGIP | 78,914 | 78,799 |
| Investments - KCIP | 532 | 532 |
| | **79,446** | **79,331** |
| **Investments - current** | **429,793** | **867,751** |
| **Restricted assets - non-current** | | |
| Cash and cash equivalents | | |
| LGIP | 593 | - |
| FDIC or PDPC Insured Bank Deposits | 435 | 435 |
| Escrow funds | 8,002 | 8,004 |
| | 9,030 | 8,439 |
| Investments - Debt service and OCIP reserve | 10,517 | 22,740 |
| Other | 24 | 89 |
| | **19,571** | **31,268** |
| **Investments - non-current** | **858,961** | **668,168** |
| **Total cash, cash equivalents, investments and restricted assets** | **$ 2,521,375** | **$ 2,072,366** |

* The balance includes amounts set aside in satisfaction of Sound Transit's financial policies for an operating expense reserve and an emergency loss fund.

All surplus cash is invested in accordance with Washington State statute and an Asset and Liability Management policy approved by Sound Transit's Board. Qualifying investments under this policy include obligations of the United States government, Treasury and Agency securities, bankers' acceptances, certificates of deposit, corporate bonds & commercial paper, general obligation municipal bonds and repurchase agreements. Sound Transit's policy and monitoring program addresses common deposit and investment risks as described below, with detailed information by investment type presented in the tables that follow. Duration is presented in years.

Sound Transit holds a significant amount of investments that are measured at fair value on a recurring basis, within the following hierarchy:

- Level 1 – inputs are quoted prices (unadjusted) for identical assets or liabilities in active markets that a government can access at the measurement date
- Level 2 – inputs other than quoted prices included within Level 1 that are observable for an asset or liability, either directly or indirectly
- Level 3 – inputs are unobservable inputs for an asset or liability

Unrestricted investments consist of the following:

| *(in thousands)* | 2021 Total | 2021 Level 1 | 2021 Level 2 | 2020 Total | 2020 Level 1 | 2020 Level 2 |
|---|---|---|---|---|---|---|
| **Investments – current** | | | | | | |
| Commercial Paper | 79,934 | $ - | $ 79,934 | $ 74,922 | $ - | $ 74,922 |
| KCIP * | 15,778 | - | - | 65,872 | - | - |
| U.S. Agency Securities | 49,992 | - | 49,992 | 197,537 | - | 197,537 |
| U.S. Treasury Securities | 209,318 | 209,318 | - | 465,414 | 465,414 | - |
| Municipal Bonds | - | - | - | 20,000 | - | 20,000 |
| Corporate Bonds | 74,771 | - | 74,771 | 44,006 | - | 44,006 |
| **Total investments – current** | **429,793** | **209,318** | **204,697** | **867,751** | **465,414** | **336,465** |
| **Investments – non-current** | | | | | | |
| Investments – undesignated | | | | | | |
| U.S. Agency Securities | 144,468 | - | 144,468 | 226,653 | - | 226,653 |
| U.S. Treasury Securities | 285,782 | 285,782 | - | 40,575 | 40,575 | - |
| Municipal Bonds | 11,680 | - | 11,680 | 12,111 | - | 12,111 |
| Corporate Bonds | 57,991 | - | 57,991 | 27,848 | - | 27,848 |
| Total investments - undesignated | 499,921 | 285,782 | 214,139 | 307,187 | 40,575 | 266,612 |
| Investments – capital replacement | | | | | | |
| U.S. Agency Securities | 191,485 | - | 191,485 | 221,378 | - | 221,378 |
| U.S. Treasury Securities | 74,969 | 74,969 | - | 76,208 | 76,208 | - |
| Municipal Bonds | 39,275 | - | 39,275 | 42,985 | - | 42,985 |
| Corporate Bonds | 53,311 | - | 53,311 | 20,410 | - | 20,410 |
| Total investments – capital replacement | 359,040 | 74,969 | 284,071 | 360,981 | 76,208 | 284,773 |
| **Total investments – non-current** | **$ 858,961** | **$ 360,751** | **$ 498,210** | **$ 668,168** | **$ 116,783** | **$ 551,385** |

* The KCIP is valued using amortized cost basis and is not included in the fair value hierarchy.

Restricted investments consist of the following:

| *(in thousands)* | 2021 | | | 2020 | | |
|---|---|---|---|---|---|---|
| | Total | Level 1 | Level 2 | Total | Level 1 | Level 2 |
| **Restricted assets - current** | | | | | | |
| KCIP * | $ 532 | $ - | $ - | $ 532 | $ - | $ - |
| **Total restricted assets - current** | **532** | **-** | **-** | **532** | **-** | **-** |
| **Restricted assets - non-current** | | | | | | |
| Municipal bonds | 2,973 | - | 2,973 | 10,167 | - | 10,167 |
| U.S. Agency securities | 7,544 | - | 7,544 | 12,573 | - | 12,573 |
| **Total restricted assets - non-current** | **$ 10,517** | **$ -** | **$ 10,517** | **$ 22,740** | **$ -** | **$ 22,740** |

* The KCIP is valued using amortized cost basis and is not included in the fair value hierarchy.

U.S Treasury securities are classified as Level 1 and are valued using prices in active markets for identical assets. Commercial paper, U.S. Agency securities, municipal bonds and corporate bonds are classified as Level 2 and are valued using inputs that are observable but not actively using the market approach.

The KCIP is valued using amortized cost basis. The objective of the KCIP investment policy is to invest public funds in a manner which will preserve the safety and liquidity of all investments while obtaining a reasonable rate of return. The redemption period for the KCIP is one to ten days, depending on the dollar amount redeemed.

***Interest Rate Risk***—Interest rate risk is the risk that changes in interest rates will adversely affect the fair value of an investment. The agency manages duration as means of mitigating its exposure to interest rate risk. The greater the duration of a bond, or portfolio of bonds, the greater its price volatility will be in response to a change in interest rates and vice versa. Sound Transit policy limits its maximum weighted portfolio duration to three years.

Modified duration

| *(in thousands)* | 2021 | | | 2020 | | |
|---|---|---|---|---|---|---|
| | Total | Duration | Percent of total | Total | Duration | Percent of total |
| **Investments – current** | | | | | | |
| Commercial Paper | $ 79,934 | 0.33 | 18.6% | $ 74,922 | 0.46 | 8.6% |
| KCIP | 15,778 | 1.24 | 3.7% | 65,872 | 1.20 | 7.6% |
| U.S. Agency Securities | 49,992 | 0.59 | 11.6% | 197,537 | 0.09 | 22.8% |
| U.S. Treasury Securities | 209,318 | 1.04 | 48.7% | 465,414 | 0.29 | 53.6% |
| Municipal Bonds | - | - | 0.0% | 20,000 | 0.19 | 2.3% |
| Corporate Bonds | 74,771 | 0.46 | 17.4% | 44,006 | 0.46 | 5.1% |
| **Total investments - current** | **429,793** | **0.76** | **100.0%** | **867,751** | **0.34** | **100.0%** |
| **Investments – non-current** | | | | | | |
| Investments – undesignated | | | | | | |
| U.S. Agency Securities | 144,468 | 1.22 | 28.9% | 226,653 | 1.60 | 73.8% |
| U.S. Treasury Securities | 285,782 | 2.64 | 57.2% | 40,575 | 0.79 | 13.2% |
| Municipal Bonds | 11,680 | 1.54 | 2.3% | 12,111 | 2.46 | 3.9% |
| Corporate Bonds | 57,991 | 2.78 | 11.6% | 27,848 | 1.04 | 9.1% |
| **Total investments - undesignated** | **499,921** | **2.22** | **100.0%** | **307,187** | **1.47** | **100.0%** |
| Investments – capital replacement | | | | | | |
| U.S. Agency Securities | 191,485 | 2.06 | 53.4% | 221,378 | 2.70 | 61.3% |
| U.S. Treasury Securities | 74,969 | 4.58 | 20.9% | 76,208 | 0.87 | 21.1% |
| Municipal Bonds | 39,275 | 3.80 | 10.9% | 42,985 | 4.47 | 11.9% |
| Corporate Bonds | 53,311 | 3.29 | 14.8% | 20,410 | 3.61 | 5.7% |
| **Total investments – capital replacement** | **$ 359,040** | **2.96** | **100.0%** | **$ 360,981** | **2.57** | **100.0%** |
| **Total investments – non-current** | **$ 858,961** | | | **$ 668,168** | | |

Specific identification

| *(in thousands)* | December 31 | | | |
|---|---|---|---|---|
| | 2021 | 2020 | Maturity | Call Date |
| **Restricted assets - non-current** | | | | |
| **Debt service reserve** | | | | |
| Municipal bonds: | | | | |
| Georgia State GO Unlimited BAB | $ 2,973 | $ 3,186 | 11/1/27 | 11/24/2009* |
| New York City GO | - | 6,981 | 8/1/24 | 8/13/2019* |
| Federal Home Loan Mortgage Corporation | 4,968 | 5,009 | 8/24/23 | |
| Federal Home Loan Mortgage Corporation | - | 4,996 | 9/23/25 | |
| | **7,941** | **20,172** | | |
| **OCIP reserve** | | | | |
| U.S. agency securities: | | | | |
| Federal Home Loan Mortgage Corporation | 1,025 | 1,021 | 3/15/23 | |
| Federal National Mortgage Association | 1,551 | 1,547 | 7/15/22 | |
| | **2,576** | **2,568** | | |
| | **$ 10,517** | **$ 22,740** | | |

** Continuously callable from this date forward*

***Concentration of Credit Risk***—Concentration of credit risk is the risk associated with a lack of diversification or having too much invested in a few individual issues. The investment policy sets forth maximum concentration guidelines. At both December 31, 2021 and 2020, Sound Transit portfolios were within these guidelines.

| Investment type per investment policy | Maximum |
|---|---|
| Treasury securities and investments in the LGIP | 100% |
| Total U.S. agency securities | 75% |
| Single U.S. agency and investments in the KCIP | 50% |
| Repurchase agreements, general obligation Bonds, PDPC financial institution sponsored investment accounts | 25% |
| Deposit bank notes | 20% |
| Certificates of deposit, bankers' acceptances, reverse repurchase agreements and A1/P1 commercial paper | 10% |

***Credit Risk***—Credit risk is the chance that an issuer will fail to pay principal or interest in a timely manner, or that negative perceptions of the issuer's ability to make these payments will cause the price of the investment to decline. As of December 31, 2021 and 2020, all Treasury, U.S. Agency, general obligation bonds and commercial paper securities are rated in one of the four highest credit rating categories of a nationally recognized statistical rating organization. After a bond has been purchased, if it is downgraded below one of the three highest ratings, a case-by-case review is conducted to determine the reason for the downgrade and to evaluate whether or not to continue to hold the bond. The LGIP and KCIP are unrated.

***Custodial Credit Risk***—Custodial credit risk is the risk that, in the event of the failure of the counterparty, Sound Transit would not be able to recover the value of its investment or collateral securities that are in the possession of an outside party. All investments purchased by Sound Transit are held and registered in Sound Transit's name in the trust or safekeeping department of a financial institution as established by a written third party safekeeping agreement between Sound Transit and the financial institution.

Construction progress at the Lynnwood City Center station.

## 4. TAXES AND OTHER RECEIVABLES

Taxes and other receivables consist of the following:

| *(in thousands)* | December 31 2021 | 2020 |
|---|---|---|
| Taxes receivable | $ 322,497 | $ 285,239 |
| Grants receivable | 59,080 | 120,963 |
| Due from other governments | 13,931 | 15,034 |
| Accounts receivable, net | 5,554 | 1,676 |
| Interest receivable | 3,780 | 5,508 |
| | **$ 404,842** | **$ 428,420** |

Amounts due from other governments include amounts due from ORCA for fare revenues and reimbursable administration expenses (see also note 12) and amounts reimbursable under other interlocal agreements for operating expenses or capital contributions for transit facilities and betterments. Payment terms are generally defined in the various agreements with other governments and range from 21 to 60 days. Where payment terms are not defined by agreement, they are due in accordance with the terms specified on the invoice, which is generally 30 days.

## 5. LEASES

Sound Transit, as lessee, has entered into various leases for office space, parking, land, storage and equipment with lease terms expiring between 2022 and 2056, with some leases containing options to renew.

As lessor, Sound Transit has entered into leases for commercial space, equipment, and land for use in transportation-oriented development. Sound Transit's activities as lessor are generally intended to be temporary and relate mainly to property held for a period of time between acquisition for right of way, and other system assets and facilities, through the completion of construction of the related assets and eventually disposition of surplus property.

Sound Transit adopted GASB Statement No. 87, *Leases*, in 2020 with a conversion date of January 1, 2019. In accordance with the adopted standard, the agency, as a lessee, is required to recognize intangible right-of-use assets and corresponding lease liabilities, and as a lessor, lease receivables and deferred inflows of resources, for all leases that are not considered short-term. Sound Transit has adopted the following policies to assist in determining lease treatment according to the standard (unless otherwise specified, the following policies pertain to agreements in which Sound Transit acts as lessee, and agreements in which Sound Transit acts as lessor):

***Basis of lease classification***—Leases that meet the following requirements will not be considered short-term: (1) the maximum possible lease term(s) is non-cancelable by both lessee and lessor, and is more than 12 months, and (2) the monthly lease payment is greater than $5 thousand.

***Term***—At the time of lease commencement or conversion, the term of the lease will include possible extension periods that are deemed to be reasonably certain given all available information, regarding the likelihood of renewal. For extension periods without explicit rent payment amounts in the lease agreement, the agency included an increase of 3% to prior rent payment amounts on an annual basis.

***Discount rate***—Unless explicitly stated in the lease agreement, known by the agency, or the agency is able to determine the rate implicit within the lease, the discount rate used to calculate lease right-of-use assets and liabilities in the case of agreements in which Sound Transit acts as lessee, or deferred inflow of resources and related lease receivable, in the case of agreements in which Sound Transit acts as lessor, will be the agency's tax exempt market borrowing rate for 30 year fixed terms at the end of each year, which will be the rate utilized for the next calendar year. The 30 year fixed tax exempt borrowing rate at December 31, 2020 was 2.79% and at December 31, 2019 was 3.30% and was used for applicable leases beginning in 2021 and 2020, respectively.

***Prepaid lease payments***—Prepaid lease payments related to leases wherein Sound Transit acts as lessee, are not included in right-of-use assets until such time as the lease term commences.

***Variable payments***—Variable payments based on the future performance of the lessee or lessor or usage of the underlying asset are not included in the measurement of lease assets or liabilities. For the years ended December 31, 2021 and 2020, all leases are based on fixed payments and do not have variable payment components.

***Residual value guarantees***—There were no residual guarantees included in the measurement of lease assets and liabilities, or deferred inflow of resources and lease receivables, for the years ended December 31, 2021 and 2020.

***Remeasurement***—For the years ended December 31, 2021 and 2020, the agency remeasured lease liabilities in which Sound Transit acts as lessee, due to (1) early termination which included a termination fee, (2) reduction in monthly lease payment, and (3) a change in borrowing rate.

Lease related assets by major class of underlying assets consist of the following:

| *(in thousands)* | 2020 Beginning balance | Additions | Reductions | 2020 Ending balance |
|---|---|---|---|---|
| **Right-of-use assets** | | | | |
| Office buildings | $ 97,674 | $ 615 | $ (776) | $ 97,513 |
| WSDOT land access rights (airspace leases) | 14,853 | - | (359) | 14,494 |
| Land | 8,676 | 1,475 | - | 10,151 |
| Warehouse space | 4,351 | 2,617 | - | 6,968 |
| Equipment | 1,422 | - | - | 1,422 |
| **Total right-of-use assets** | **126,976** | **4,707** | **(1,135)** | **130,548** |
| | | | | |
| **Accumulated amortization** | | | | |
| Office buildings | (9,736) | (12,867) | - | (22,603) |
| WSDOT land access rights (airspace leases) | (528) | (528) | - | (1,056) |
| Land | (760) | (928) | 359 | (1,329) |
| Warehouse space | (380) | (780) | - | (1,160) |
| Equipment | (411) | (411) | - | (822) |
| **Total accumulated amortization** | **(11,815)** | **(15,514)** | **359** | **(26,970)** |
| | | | | |
| **Total right-of-use assets, net** | **115,161** | **(10,807)** | **(776)** | **103,578** |
| | | | | |
| Prepaid lease payments | | | | 171,619 |
| Lease receivables | | | | 21,098 |
| Lease-leaseback investment account asset | | | | 66,014 |
| **Total lease related assets, net** | | | | **$ 362,309** |

| *(in thousands)* | 2021 Beginning balance | Additions | Reductions | 2021 Ending balance |
|---|---|---|---|---|
| **Right-of-use assets** | | | | |
| Office buildings | $ 97,513 | $ - | $ (2,101) | $ 95,412 |
| WSDOT land access rights (airspace leases) | 14,494 | 14,977 | - | 29,471 |
| Land | 10,151 | - | (4,249) | 5,902 |
| Warehouse space | 6,968 | - | - | 6,968 |
| Equipment | 1,422 | 29 | - | 1,451 |
| **Total right-of-use assets** | **130,548** | **15,006** | **(6,350)** | **139,204** |
| | | | | |
| **Accumulated amortization** | | | | |
| Office buildings | (22,603) | (11,022) | 1,515 | (32,110) |
| WSDOT land access rights (airspace leases) | (1,056) | (622) | - | (1,678) |
| Land | (1,329) | (819) | 337 | (1,811) |
| Warehouse space | (1,160) | (748) | - | (1,908) |
| Equipment | (822) | (430) | - | (1,252) |
| **Total accumulated amortization** | **(26,970)** | **(13,641)** | **1,852** | **(38,759)** |
| | | | | |
| **Total right-of-use assets, net** | **103,578** | **1,365** | **(4,498)** | **100,445** |
| | | | | |
| Prepaid lease payments | | | | 174,278 |
| Lease receivables | | | | 21,020 |
| Lease-leaseback investment account asset | | | | 67,237 |
| **Total lease related assets, net** | | | | **$ 362,980** |

As lessee, the agency recognized $13.6 million and $15.5 million of lease related amortization expense in the years ended December 31, 2021 and 2020, respectively. The agency also recognized $3.9 million and $4.3 million of lease related interest expense in the years ended December 31, 2021 and 2020, respectively.

As lessor, the agency recognized $1.0 million and $1.2 million in lease related interest revenue in the years ended December 31, 2021 and 2020, respectively. The agency also recognized revenues from lease related deferred inflows of resources of $0.2 million in the year ended December 31, 2021 and 2020.

Lease related obligations consist of the following:

| *(in thousands)* | December 31 2021 | 2020 |
|---|---|---|
| Lease liabilities | $ 96,496 | $ 109,102 |
| Lease-leaseback obligations | 67,237 | 66,014 |
| Accrued lease interest | 978 | 617 |
| Deposits held as lessor | 445 | 445 |
| **Total lease related obligations** | **$ 165,156** | **$ 176,178** |

Minimum lease payments, excluding lease-leaseback obligations, through 2056 are as follows:

| *(in thousands)* Year ending December 31 | Principal Payments | Interest Payments | Total Payments |
|---|---|---|---|
| 2022 | $ 10,862 | $ 3,464 | $ 14,326 |
| 2023 | 10,974 | 3,043 | 14,017 |
| 2024 | 8,254 | 2,701 | 10,955 |
| 2025 | 7,815 | 2,371 | 10,186 |
| 2026 | 7,384 | 2,092 | 9,476 |
| 2027-2031 | 37,292 | 5,858 | 43,150 |
| 2032-2036 | 2,680 | 2,526 | 5,206 |
| 2037-2041 | 5,110 | 1,946 | 7,056 |
| 2042-2046 | 810 | 517 | 1,327 |
| 2047-2051 | 175 | 43 | 218 |
| 2052-2056 | 1,562 | 221 | 1,783 |
| | **$ 92,918** | **$ 24,782** | **$ 117,700** |

***Lease-Leaseback***—In May 2001, Sound Transit entered into a transaction to lease 22 rail passenger cab and coach cars and 5 locomotives (the head lease) to an investor and simultaneously sublease the vehicles back from the investor (the sublease). Under these transactions, Sound Transit maintains the right to continued use and control of the assets through the end of the leases and is required to insure and maintain the assets. The current lease expires on September 17, 2040.

The vehicles had a fair market value of $61.3 million with a book value of $37.7 million at closing. Sound Transit received a prepayment equivalent to the net present value of the head lease obligations totaling $61.3 million. From those proceeds, $50.4 million was deposited with AIG-FP Special Finance Ltd. to partially meet Sound Transit's obligations under the sublease

payments. In addition, $5.7 million was deposited with AIG Matched Funding Corp. and invested in securities, issued or guaranteed by the United States government, to meet the remaining obligations under the sublease. The remaining $4.9 million (net of closing costs of $363 thousand) was retained by Sound Transit and recorded as non-operating revenues during the year ended December 31, 2001.

The net present value of the future sublease payments has been recorded as a long-term lease obligation. The agreements with AIG-FP Special Finance Ltd. and AIG Matched Funding Corp. have been structured to meet all future obligations under the sublease when due and, as such, the corresponding investment account has been recorded to equal the sublease obligations. As of December 31, 2021 and 2020, the fair value of the underlying securities was sufficient to satisfy the current required value as set forth in the related agreements.

Net changes in the lease-leaseback sublease are shown in the following table:

| *(in thousands)* | December 31 2021 | 2020 |
|---|---|---|
| Net sublease, January 1 | $ 66,014 | $ 64,876 |
| Accrued interest | 4,941 | 4,856 |
| Less payment | (3,718) | (3,718) |
| **Net sublease, December 31** | **$ 67,237** | **$ 66,014** |

The lease documentation established minimum credit levels by AIG for the equity and debt defeasance accounts. At the time these transactions closed, AIG was rated “AAA” by Standard & Poor’s and “Aaa” by Moody’s Investment Service. However, starting in March 2005, AIG suffered a series of credit rating downgrades and as of December 31, 2021 was rated “BBB+” by Standard & Poor’s and “Baa2” by Moody’s Investment Service. As of December 31, 2021 and 2020, the defeasance accounts were unrated.

Because of credit rating downgrades under the lease transaction, Sound Transit is required to replace AIG for its undertaking agreements and credit enhancements provision in the transaction and AIG is required to post collateral for the debt defeasance accounts. However, in January 2009, Sound Transit entered into a waiver agreement and temporary waiver of delivery of required items letter with the Owner Participant, Lessor, Lender, and Debt Payment Undertaker waiving any existing default or event of default based on a failure to comply with the ratings downgrade provisions of the Participation Agreement, Loan Agreement, Debt Payment Agreement, and Debt Payment Guarantee until March 1, 2009. Under the Fifth Extension Amendment to the waiver agreement and Fifth Temporary Waiver of Delivery of Required Items letter with the transaction participants, Sound Transit may request successive six-month extensions of the waiver agreements until September 30, 2020, unless extended by agreement of the parties. Sound Transit requested and has been granted an extension of the waiver agreements through September 30, 2022. If the default is not cured and the extension is not granted, the investor could demand a termination payment from Sound Transit of approximately $9.5 million.

## 6. CAPITAL ASSETS

Capital assets are summarized as follows:

| *(in thousands)* | 2021 Beginning balance | Additions | Disposals / reductions | Transfers | 2021 Ending balance |
|---|---|---|---|---|---|
| **Non-depreciable assets** | | | | | |
| Land | $ 1,029,832 | $ 41 | $ (7,580) | $ 84,765 | $ 1,107,058 |
| Permanent easements | 549,407 | - | - | 656 | 550,063 |
| Capital projects in progress: | | | | | |
| Sound Transit - tangible | 7,719,888 | 1,809,306 | (46,027) | (2,285,036) | 7,198,131 |
| Sound Transit - intangible | 29,501 | 20,976 | - | - | 50,477 |
| Other governments - tangible | 10,341 | 9,923 | (18,254) | - | 2,010 |
| **Total non-depreciable assets** | **9,338,969** | **1,840,246** | **(71,861)** | **(2,199,615)** | **8,907,739** |
| **Depreciable assets** | | | | | |
| Access rights | 555,536 | - | - | - | 555,536 |
| Buildings and leasehold improvements | 41,444 | - | - | 156,303 | 197,747 |
| Furniture, equipment and vehicles | 26,878 | - | (535) | 3,768 | 30,111 |
| Revenue vehicles | 822,136 | - | (14,358) | 102,064 | 909,842 |
| Software | 35,243 | - | - | (368) | 34,875 |
| Transit facilities, rail and heavy equipment | 4,801,886 | - | (3,028) | 1,933,761 | 6,732,619 |
| **Total depreciable assets** | **6,283,123** | **-** | **(17,921)** | **2,195,528** | **8,460,730** |
| **Accumulated depreciation** | | | | | |
| Access rights | (243,753) | (12,902) | - | - | (256,655) |
| Buildings and leasehold improvements | (24,022) | (4,420) | - | 1,492 | (26,950) |
| Furniture, equipment and vehicles | (21,577) | (2,885) | 535 | 492 | (23,435) |
| Revenue vehicles | (351,373) | (41,312) | 14,358 | 751 | (377,576) |
| Software | (32,277) | (2,458) | - | 336 | (34,399) |
| Transit facilities, rail and heavy equipment | (964,946) | (133,707) | 2,376 | (3,071) | (1,099,348) |
| **Total accumulated depreciation** | **(1,637,948)** | **(197,684)** | **17,269** | **-** | **(1,818,363)** |
| **Total depreciable assets, net** | **4,645,175** | **(197,684)** | **(652)** | **2,195,528** | **6,642,367** |
| **Total capital assets, net** | **$ 13,984,144** | **$ 1,642,562** | **$ (72,513)** | **$ (4,087)** | **$ 15,550,106** |

| *(in thousands)* | 2020 Beginning balance | Additions | Disposals / reductions | Transfers | 2020 Ending balance |
|---|---|---|---|---|---|
| **Non-depreciable assets** | | | | | |
| Land | $ 913,686 | $ 1,050 | $ (20,857) | $ 135,953 | $ 1,029,832 |
| Permanent easements | 546,284 | - | - | 3,123 | 549,407 |
| Capital projects in progress: | | | | | |
| Sound Transit - tangible | 5,799,948 | 2,112,882 | (16,135) | (176,807) | 7,719,888 |
| Sound Transit - intangible | 30,580 | 11,587 | (8,632) | (4,034) | 29,501 |
| Other governments - tangible | 8,822 | 9,593 | (8,039) | (35) | 10,341 |
| **Total non-depreciable assets** | **7,299,320** | **2,135,112** | **(53,663)** | **(41,800)** | **9,338,969** |
| **Depreciable assets** | | | | | |
| Access rights | 566,498 | - | (5,983) | (4,979) | 555,536 |
| Buildings and leasehold improvements | 40,499 | - | - | 945 | 41,444 |
| Furniture, equipment and vehicles | 23,707 | - | (316) | 3,487 | 26,878 |
| Revenue vehicles | 792,346 | - | (19,082) | 48,872 | 822,136 |
| Software | 34,184 | - | - | 1,059 | 35,243 |
| Transit facilities, rail and heavy equipment | 4,794,329 | - | (123) | 7,680 | 4,801,886 |
| **Total depreciable assets** | **6,251,563** | **-** | **(25,504)** | **57,064** | **6,283,123** |
| **Accumulated depreciation** | | | | | |
| Access rights | (235,655) | (13,823) | - | 5,725 | (243,753) |
| Buildings and leasehold improvements | (21,631) | (1,899) | - | (492) | (24,022) |
| Furniture, equipment and vehicles | (17,877) | (4,072) | 312 | 60 | (21,577) |
| Revenue vehicles | (331,189) | (37,897) | 17,713 | - | (351,373) |
| Software | (27,488) | (4,729) | - | (60) | (32,277) |
| Transit facilities, rail and heavy equipment | (849,850) | (115,711) | 123 | 492 | (964,946) |
| **Total accumulated depreciation** | **(1,483,690)** | **(178,131)** | **18,148** | **5,725** | **(1,637,948)** |
| **Total depreciable assets, net** | **4,767,873** | **(178,131)** | **(7,356)** | **62,789** | **4,645,175** |
| **Total capital assets, net** | **$ 12,067,193** | **$ 1,956,981** | **$ (61,019)** | **$ 20,989** | **$ 13,984,144** |

## 7. ACCOUNTS PAYABLE AND ACCRUED LIABILITIES

Accounts payable and accrued liabilities consist of the following:

| *(in thousands)* | 2021 | 2020 |
|---|---|---|
| Accrued liabilities | $ 307,195 | $ 263,109 |
| Due to other governments | 67,129 | 56,723 |
| Accrued salaries, wages and benefits | 29,040 | 26,440 |
| Accounts payable | 22,321 | 26,071 |
| Retainage payable | 270 | 217 |
| | **$ 425,955** | **$ 372,560** |

## 8. LONG-TERM DEBT

Sound Transit's long-term debt is comprised of three categories: Prior Bonds, Parity Bonds and Second Tier Junior Obligations borrowed pursuant to the Transportation Infrastructure Finance and Innovation Act (TIFIA Loans). All bond issuances and borrowings are considered public debt. Prior Bonds have first claim upon the local option taxes of sales and use, rental car, and MVET. Parity Bonds are subordinate to the Prior Bonds and also have claim upon the local option taxes of sales and use, rental car, and MVET, as well. TIFIA Loans are subordinate to both Prior Bonds and Parity Bonds and have claim on the local option taxes of sales and use, rental car, and MVET, as well. Proceeds from bond issues are used for funding Sound Transit's capital program or refunding prior bond issues. As of December 31, 2021 and 2020, Sound Transit had no direct borrowings.

As of December 31, 2021 and 2020, total outstanding long-term debt is as follows:

| *(in thousands)* | 2021 | 2020 |
|---|---|---|
| **Long-term debt** | | |
| Bonds payable | | |
| Prior bonds | $ 268,155 | $ 418,630 |
| Parity bonds | 1,741,160 | 1,710,270 |
| Premium | 242,956 | 148,886 |
| Discount | (1,142) | (2,132) |
| **Total bonds payable** | **2,251,129** | **2,275,654** |
| TIFIA Loans | 87,664 | 156,606 |
| **Total debt** | **2,338,793** | **2,432,260** |
| Amounts due within one year | (58,105) | (54,300) |
| **Total long-term debt** | **$ 2,280,688** | **$ 2,377,960** |

### *Bonds Payable (Prior and Parity)*

| *(in thousands)* | 2021 Beginning balance | Additions | Reductions | 2021 Ending balance | Amounts due within one year |
|---|---|---|---|---|---|
| **Bonds payable** | | | | | |
| Series 1999 | $ 230,630 | $ - | $ (24,265) | $ 206,365 | $ 25,535 |
| Series 2009P-2T | 69,455 | - | (7,665) | 61,790 | 7,890 |
| Series 2009S-2T | 300,000 | - | - | 300,000 | - |
| Series 2012P-1 | 118,545 | - | (118,545) | - | - |
| Series 2012S-1 | 70,330 | - | (62,890) | 7,440 | 7,440 |
| Series 2015S-1 | 789,940 | - | (767,755) | 22,185 | - |
| Series 2015S-2A | 75,000 | - | - | 75,000 | - |
| Series 2015S-2B | 75,000 | - | - | 75,000 | - |
| Series 2016S-1 | 400,000 | - | (7,825) | 392,175 | 8,215 |
| Series 2021S-1 | - | 869,360 | - | 869,360 | 9,025 |
| | **2,128,900** | **869,360** | **(988,945)** | **2,009,315** | **58,105** |
| Plus unamortized premium | 148,886 | 184,313 | (90,243) | 242,956 | |
| Less unamortized discount | (2,132) | - | 990 | (1,142) | |
| **Total bonds payable** | **$ 2,275,654** | **$ 1,053,673** | **$ (1,078,198)** | **$ 2,251,129** | **$ 58,105** |

| *(in thousands)* | 2020 Beginning balance | Additions | Reductions | 2020 Ending balance | Amounts due within one year |
|---|---|---|---|---|---|
| **Bonds payable** | | | | | |
| Series 1999 | $ 253,685 | $ - | $ (23,055) | $ 230,630 | $ 24,265 |
| Series 2009P-2T | 76,845 | - | (7,390) | 69,455 | 7,665 |
| Series 2009S-2T | 300,000 | - | - | 300,000 | - |
| Series 2012P-1 | 124,265 | - | (5,720) | 118,545 | 7,455 |
| Series 2012S-1 | 77,080 | - | (6,750) | 70,330 | 7,090 |
| Series 2015S-1 | 789,940 | - | - | 789,940 | - |
| Series 2015S-2A | 75,000 | - | - | 75,000 | - |
| Series 2015S-2B | 75,000 | - | - | 75,000 | - |
| Series 2016S-1 | 400,000 | - | - | 400,000 | 7,825 |
| | **2,171,815** | **-** | **(42,915)** | **2,128,900** | **54,300** |
| Plus unamortized premium | 160,737 | - | (11,851) | 148,886 | |
| Less unamortized discount | (2,514) | - | 382 | (2,132) | |
| **Total bonds payable** | **$ 2,330,038** | **$ -** | **$ (54,384)** | **$ 2,275,654** | **$ 54,300** |

Excluding unamortized premium and discount, Sound Transit had a total of $2,009.3 million Prior and Parity Bonds outstanding at December 31, 2021, compared to $2,128.9 million at December 31, 2020. A total of $988.9 million and $42.9 million of principal payments, including payments made to refund and defease certain issuances, were made in 2021 and 2020, respectively.

In 2021, the agency executed the following transactions to leverage market conditions and decrease overall cost of debt:

- On October 1, 2021, the agency defeased $55.8 million in par value of the 2012S-1 series bonds and $767.8 million in par value of the 2015S-1 series bonds with cash on hand.
- On October 21, 2021, the agency remarketed $75.0 million in par value of its variable rate 2015S-2A series bonds. This remarketing resulted in a reduction in the variable interest pricing spread from SIFMA +30bps to SIFMA +20bps.
- On November 4, 2021, the agency refunded $111.1 million in par value of the 2012P-1 series bonds. The net carrying amount of the refunded debt exceeded the reacquisition price by $5.7 million. This is reported in the statement of net position as a deferred inflow of resources and will be amortized through 2028. This current refunding was undertaken to reduce total debt service payments by $29.3 million over the life of the bonds, resulting in an economic gain (difference between the present values of the old and new debt service payments) of $15.6 million.
- On November 4, 2021, the agency issued a total of $869.4 million in par value as the 2021S-1 series of bonds. $84.7 million of this par amount facilitated the refunding of the 2012P-1 series and the remaining $784.7 million of the 2021S-1 series were new improvement bonds.

Sound Transit maintains certain minimum deposit accounts pursuant to Sound Transit Board resolutions, the Prior Master Bond Resolution and the Parity Master Bond Resolution, to meet debt service requirements. A Prior Bond Account and a Parity Bond Account are funded with monthly deposits so that the balance will be sufficient to pay the interest, or principal and interest, next coming due on the bonds (see also note 3).

The following tables set forth average coupon and effective rates, rating agency information, principal payment commencement dates, fair value and minimum deposits currently restricted for debt service related to bonds.

***Prior Bonds***—Debt service requirements for Prior Bonds are payable in February and August of each year and are secured by local option taxes.

| *(in millions)* | Issue date | Average rate | Ratings | | Principal | Fair value* | | Principal and interest restricted | |
|---|---|---|---|---|---|---|---|---|---|
| | | Coupon | Moody's | S&P | Payment begins | 2021 | 2020 | 2021 | 2020 |
| Series 1999 | Dec 1, 1998 | 4.75 - 5.25% | Aaa | AAA | Feb 1, 2006 | $ 228.4 | $ 231.4 | $ 29.6 | $ 28.9 |
| Series 2009P-2T | Sep 29, 2009 | 4.85 - 5.15% | Aaa | AAA | Feb 1, 2020 | 68.1 | 80.2 | 9.2 | 9.1 |
| Series 2012P-1 | Aug 22, 2012 | 5.00% | Aaa | AAA | Feb 1, 2013 | - | 124.3 | - | 9.9 |

* Estimated using quoted market prices

Sound Transit is also required, by covenant, to maintain a common debt service reserve account for all Prior Bonds. The common debt service reserve requirement for these bonds is met by a surety policy in the amount of $31.7 million purchased in 1999, a $7.9 million cash reserve, funded at the time the 2009P-2T bonds were issued (see also note 3). Sound Transit is required to value, at market, the investments held in debt service reserve accounts annually and to make up any deficiency within six months after the date of the valuation. As of December 31, 2021, and 2020, the market value of the Prior debt service reserve exceeded the required reserve amount. Reserve account proceeds are invested in municipal bonds.

Additionally, Sound Transit has created a Bond Account to pay and secure the payment of the bonds. The Bond Account is pledged to the payment of bonds and is a trust account for the

owners of the bonds. For as long as any bonds remain outstanding, the agency has pledged to pay into the Bond Account from local option taxes: (i) approximately equal monthly deposits such that the amounts projected to be on deposit on the next interest payment date will be sufficient to pay the interest scheduled to become due and redemption premium, if any, on outstanding bonds; and (ii) approximately equal monthly deposits such that the amounts projected to be on deposit on the next principal payment date will be sufficient to pay maturing principal for bonds.

***Parity Bonds***—Debt service requirements for Parity Bonds are payable in May and November each year and are secured by local option taxes.

| *(in millions)* | | Average Rate | Ratings | | Principal | Fair value* | | Principal and interest restricted | |
|---|---|---|---|---|---|---|---|---|---|
| | Issue date | Coupon | Moody's | S&P | Payment begins | 2021 | 2020 | 2021 | 2020 |
| Series 2009S-2T | Sep 29, 2009 | 5.49% | Aa1 | AAA | Nov 1, 2029 | $ 411.4 | $ 430.8 | $ 2.7 | $ 2.7 |
| Series 2012S-1 | Aug 22, 2012 | 3.25 - 5.00% | Aa1 | AAA | Nov 1, 2016 | 7.7 | 76.1 | 7.5 | 7.7 |
| Series 2015S-1 | Sep 10, 2015 | 4.00 - 5.00% | Aa1 | AAA | Nov 1, 2018 | 25.4 | 935.8 | 0.2 | 6.2 |
| Series 2015S-2A | Sep 10, 2015 | Var | Aa1 | AAA | Nov 1, 2041 | 150.8 | 150.3 | 0.2 | 0.2 |
| Series 2015S-2B | Sep 10, 2015 | Var | Aa1 | AAA | Nov 1, 2041 | - | - | 0.2 | 0.2 |
| Series 2016S-1 | Dec 19, 2016 | 5.00% | Aa1 | AAA | Nov 1, 2021 | 464.8 | 531.8 | 11.5 | 11.2 |
| Series 2021S-1 | Nov 04, 2021 | 2.60 - 5.00% | Aa1 | AAA | Nov 1, 2022 | 1,073.0 | - | 15.1 | - |

* Estimated using quoted market prices

There are no externally imposed legal or contractual obligations requiring Sound Transit to establish a reserve account for Parity Bonds.

Sound Transit makes monthly deposits into a Parity Bond Account from pledged taxes so that the balance therein will be sufficient to pay: (i) the interest, or principal and interest, next coming due on the Parity Bonds and (ii) regularly scheduled payments under Parity Payment Agreements.

***Long-term Bond Requirements***

Long-term bond requirements are displayed in the table below:

| *(in thousands)* Year ending December 31 | Principal | Interest * | Total |
|---|---|---|---|
| 2022 | $ 58,105 | $ 92,864 | $ 150,969 |
| 2023 | 62,005 | 90,315 | 152,320 |
| 2024 | 77,870 | 87,274 | 165,144 |
| 2025 | 81,875 | 83,376 | 165,251 |
| 2026 | 85,775 | 79,318 | 165,093 |
| 2027-2031 | 358,830 | 339,167 | 697,997 |
| 2032-2036 | 340,605 | 257,143 | 597,748 |
| 2037-2041 | 455,835 | 156,205 | 612,040 |
| 2042-2046 | 376,890 | 64,379 | 441,269 |
| 2047-2051 | 111,525 | 7,342 | 118,867 |
| | **$ 2,009,315** | **$ 1,257,383** | **$ 3,266,698** |

The American Recovery and Reinvestment Act of 2009 created the Build America Bond (BAB) program, which authorized state and local governments to issue BABs as taxable bonds in 2009 and 2010 to finance any capital expenditures for which they otherwise could issue tax-exempt municipal bonds. Issuers receive a direct federal subsidy payment for a portion of their borrowing costs paid to investors of BABs. The direct federal subsidy, once earned, is considered a non-exchange transaction, separate from the interest payments made, and is recorded in other non-operating revenue when Sound Transit makes its interest payment.

Sound Transit received subsidies of $7.0 million and $6.7 million, in 2021 and 2020, respectively. The 2009P-2T bonds and the 2009S-2T bonds are Build America Bonds.

***Second Tier Junior Obligations (TIFIA Loans)***

TIFIA loans are second tier junior obligations and as such, are subordinate to both the Parity and Prior bonds. The TIFIA loans are governed by individual credit agreements, the details of which are presented below.

| *(in thousands)* | Year executed or refinanced | Credit line | Interest rate | Final maturity | Drawn amount | Interest | 2021 Ending balance |
|---|---|---|---|---|---|---|---|
| **TIFIA loans** | | | | | | | |
| East Link Extension | 2021 | $ 1,330,000 | 1.91% | 2058 | $ - | $ - | $ - |
| Northgate Link Extension | 2021 | 615,300 | 1.91% | 2056 | - | - | - |
| OMFE | 2021 | 87,700 | 1.91% | 2055 | 87,664 | 211 | 87,875 |
| Lynnwood Link Extension | 2021 | 657,900 | 1.91% | 2059 | - | - | - |
| Federal Way Link Extension | 2021 | 629,500 | 1.91% | 2059 | - | - | - |
| Downtown Redmond Link Extension | 2021 | 521,000 | 1.91% | 2059 | - | - | - |
| **Total TIFIA loans** | | **$ 3,841,400** | | | **$ 87,664** | **$ 211** | **$ 87,875** |

The following table sets forth TIFIA loan activity for the years ended December 31, 2021 and 2020:

| *(in thousands)* | 2021 Beginning balance | Additions | Reductions | 2021 Ending balance |
|---|---|---|---|---|
| **TIFIA loans** | | | | |
| East Link Extension | $ 50,000 | $ - | $ (50,000) | $ - |
| Northgate Link Extension | 81,606 | - | (81,606) | - |
| OMFE | 25,000 | 87,664 | (25,000) | 87,664 |
| **Total TIFIA loans** | **$ 156,606** | **$ 87,664** | **$ (156,606)** | **$ 87,664** |

| *(in thousands)* | 2020 Beginning balance | Additions | Reductions | 2020 Ending balance |
|---|---|---|---|---|
| **TIFIA loans** | | | | |
| East Link Extension | $ 50,000 | $ - | $ - | $ 50,000 |
| Northgate Link Extension | 81,606 | - | - | 81,606 |
| OMFE | 25,000 | - | - | 25,000 |
| **Total TIFIA loans** | **$ 156,606** | **$ -** | **$ -** | **$ 156,606** |

In September 2021, Sound Transit dissolved the existing TIFIA Master Credit Agreement and East Link Loan Agreement, which required paying off the outstanding borrowings of $156.6 million related to East Link, Northgate Link and the Operations and Maintenance Facility East (OMFE) loans, and related accrued interest, and executed new individual TIFIA loan agreements related to Northgate Link, East Link, OMFE, Lynnwood Link, Federal Way Link and Downtown Redmond Link. Subsequent to execution of the new agreements, $87.7 million was borrowed under the OMFE agreement. The transaction resulted in available credit of $3.8 billion and secured a 1.91% interest rate for all loans.

Each agreement is obligated to make interest-only payments for five years. After five years, Sound Transit will make semi-annual principal payments plus interest on the outstanding balance as outlined in each of the individual loan amortization schedules. From 2040 through final maturity, principal and interest are payable in equal semi-annual installments. The final maturity of the loans range from 2055 to 2059. The principal of each TIFIA loan may be prepaid without penalty at any time.

Subsequent to the execution of new agreements, $87.7 million was redrawn on the OMFE loan agreement. As of December 31, 2021, the loan has a principal balance of $87.7 million and accrued $0.2 million in interest. Principal and interest on the loan is payable semi-annually in May and November of each year commencing November 1, 2025. As of December 31, 2021, Sound Transit had not yet borrowed funds under any other loan program.

## 9. OTHER LONG-TERM OBLIGATIONS

Other long-term obligations include provisions for asset retirement obligations, uninsured losses related to Sound Transit's risk management program, employee compensated absences and deferred compensation as follows:

| *(in thousands)* | 2021 Beginning balance | Additions, accretion and changes in estimates | Reductions | 2021 Ending balance | Amounts due within one year * | Total other long-term obligations |
|---|---|---|---|---|---|---|
| Asset retirement obligations | $ 4,533 | $ 10 | $ - | $ 4,544 | $ - | $ 4,544 |
| Uninsured losses | 2,739 | 182 | (182) | 2,739 | 762 | 1,977 |
| Compensated absences | 16,903 | 11,095 | (9,224) | 18,774 | 11,451 | 7,323 |
| Total other long-term obligations | **$ 24,175** | **$ 11,287** | **$ (9,406)** | **$ 26,057** | **$ 12,213** | **$ 13,844** |

| *(in thousands)* | 2020 Beginning balance | Additions, accretion and changes in estimates | Reductions | 2020 Ending balance | Amounts due within one year * | Total other long-term obligations |
|---|---|---|---|---|---|---|
| Asset retirement obligations | $ 4,581 | $ - | $ (48) | $ 4,533 | $ - | $ 4,533 |
| Uninsured losses | 3,072 | 16,502 | (16,835) | 2,739 | 762 | 1,977 |
| Compensated absences | 11,810 | 12,196 | (7,103) | 16,903 | 9,752 | 7,151 |
| Total other long-term obligations | **$ 19,463** | **$ 28,698** | **$ (23,986)** | **$ 24,175** | **$ 10,514** | **$ 13,661** |

***** Amounts due within one year are included in current liabilities under the line items *Accounts payable and accrued liabilities,* and *Other claims and short-term obligations.*

***Asset Retirement Obligations (ARO)***—In the course of entering into agreements with other governments and rail providers to construct Sound Transit's capital assets, certain agreements contain clauses that impose a legal burden on Sound Transit to remove all or a portion of those constructed assets at the termination of those agreements. The ARO liability is measured based on estimated costs to fulfill Sound Transit's ARO developed by internal resources with in-depth knowledge of construction and demolition costs and adjusted annually for inflation. The corresponding deferred outflow of resources is amortized over the estimated remaining useful lives of the associated tangible capital assets and ranges from 38 to 48 years. There are no assets required to be restricted for the payment of these liabilities nor is there any legally required funding or assurance provisions associated with the AROs.

***Risk Management***—In the ordinary course of planning, building and operating its regional transit systems and services, Sound Transit is exposed to various types of risks and exposures of loss including: torts; theft of, damage to and destruction of assets; errors and omissions; job related injuries to persons; natural disasters; and environmental occurrences.

Sound Transit has established a comprehensive risk management and insurance program to mitigate the potential for loss and for the administration of claims through a combination of commercial insurance and coverage under partner agency operating agreements. Sound Transit's agency operations and rail operations insurance policies are written on an occurrence or claims made basis, with a specific deductible or self-insured retention, renewing annually. Agency operation policies renew on May 1st and rail operation policies renew on November 1st. Worker's compensation is insured through the state of Washington.

For certain larger capital projects, Sound Transit utilizes Owner Controlled Insurance Programs (OCIP's) to address general liability, builders risk and contractors' pollution liability claims related to project construction carried out by Sound Transit's third party contractors, as well as professional liability and completed operations coverage. While Sound Transit is directly responsible for payment of deductibles to the insurers, it has further transferred its risk of loss through its construction contracts, requiring contractors covered by these programs to be responsible for 100% of the deductible on general liability and pollution liability claims ($100 thousand and $250 thousand respectively) and the first $250 thousand of any builders risk loss.

Self-insured liabilities are recorded when probable that a loss has occurred and the amount can be reasonably estimated and includes estimates for claims that have been incurred but not yet reported. As actual liabilities depend on a number of complex factors the process used in estimating the claims liability does not necessarily result in an exact amount. Annually, Sound Transit engages an actuary to prepare an independent actuarial analysis and to prepare an actuarial report in order to estimate its total insurance claim exposure under all of its insurance and risk management programs. The insurance claim amount estimated to be paid within the next year is included in Other claims and short-term obligations.

***Compensated Balances***—Amounts estimated to be paid within the next year are included in accounts payable and accrued liabilities.

## 10. RESTRICTED NET POSITION

Restricted net position consists of the following:

| *(in thousands)* | 2021 | 2020 |
|---|---|---|
| Debt service | $ 66,799 | $ 65,230 |
| Contractual arrangements | 23,909 | 11,650 |
| | **$ 90,708** | **$ 76,880** |

## 11. EMPLOYEE BENEFITS

Sound Transit provides a defined contribution money purchase plan and trust (401(a) Plan) to its employees. Empower Retirement is the plan's administrator and trustee. This plan is a fixed employer system, and membership in the system includes all full time Sound Transit employees. The vesting schedule of the plan is 20% immediately upon employment, 40% after one year of service, 60% after two years, 80% after three years and 100% after four years. Employees are responsible for directing the investment of their contributions and Sound Transit's contributions.

Eligible employees are required to participate in the plan on the first day of employment. The amount of covered payroll during 2021 and 2020 was $134.5 million and $126.7 million, respectively, and total payroll was $134.9 million and $127.2 million, respectively. The required contribution rates, expressed as a percentage of covered payroll, and required Sound Transit contributions during 2021 and 2020 were as follows:

| | Contribution rate | | Contributions *(in thousands)* | |
|---|---|---|---|---|
| | 2021 | 2020 | 2021 | 2020 |
| Employer | 12% | 12% | $ 16,142 | $ 15,206 |
| Employee | 10 | 10 | 13,452 | 12,672 |
| **Total** | **22%** | **22%** | **$ 29,594** | **$ 27,878** |

## 12. COMMITMENTS, CONTINGENCIES AND OTHER MATTERS

In the ordinary course of its operations, Sound Transit enters into a number of agreements with other governmental and quasi-governmental agencies, including: the operation and maintenance of buses and trains that it has purchased; right of way access and use; planning, building and operation of its facilities; and collection of its taxes. With the exception of Tacoma Link light rail, all services are operated by partner agencies. A summary of significant agreements follows:

***ST Express***—Agreements have been entered into with King County Metro, Community Transit and Pierce Transit for the operations and maintenance of bus service, covering vehicle maintenance, operations, coordination of service planning, revenue processing, customer service, personnel and performance standards, and information and compliance reporting. The agreements set forth the process for annual financial authorization for service and the basis of compensation, substantially comprised of a baseline cost rate for purchased transportation, as well as fuel and other costs provided for, but not included, as part of the baseline. Baseline cost rates, including allocated costs, are established by no later than December 15th for the upcoming year and are reconciled to actual incurred costs by no later than March 31st of the year following. The current agreements with Community Transit and Pierce Transit are for 4 years, expiring December 31, 2025. The current agreement with King County is for 5 years, expiring December 31, 2024.

***Link Light Rail***—Sound Transit contracts with King County Metro for the operation and maintenance of its light rail service, operating between the Angle Lake and the Northgate stations. The agreement sets forth the process for annual financial authorization for service and the basis of compensation, substantially comprised of a baseline cost rate for purchased transportation, as well as other costs provided for, but not included, as part of the baseline. Baseline cost rates, including allocated costs, are established by no later than December 15th for the upcoming year and are reconciled to actual incurred costs by no later than March 31st of the year following. The current 2009 agreement expired on July 2014 and has been extended thereafter, currently through December 31, 2023.

Sound Transit has also entered into the following agreements related to light rail or station operations:

> ***Downtown Seattle Transit Tunnel (DSTT) Agreement***—This agreement with King County and City of Seattle provides for cost sharing with regard to the maintenance and operation in the DSTT in exchange for the right to use the tunnel for light rail operations. Sound Transit's ongoing obligations include reimbursement of maintenance costs and cost-sharing for future capital repairs or replacements as they arise. Sound Transit has entered into ongoing negotiations to transfer ownership of the tunnel from King County to Sound Transit.
>
> ***Light Rail Agreements***—Sound Transit has entered into a variety of agreements to secure the permanent right to operate light rail in the right of way (under, upon and over streets and property) owned by various municipalities and other entities throughout the region. The cost of public right of way improvements have been capitalized to rail access rights and include those costs necessary to operate light rail service, such as costs to acquire real property and relocate existing residents and businesses, as well as certain improvements to the right of way required under those agreements.

***Sounder***—Agreements have been entered into with BNSF for the operation of Sounder commuter rail service and with Amtrak for operation and maintenance of the locomotives, cab and coach cars (rolling stock). Service between Everett and Seattle and Seattle and Tacoma is on rail right of way owned and operated by BNSF.

> ***South Line***—Service between Seattle and Lakewood is provided by BNSF under a 40-year service agreement for the operation of 26 daily one-way (13 round-way) commuter rail trips that expires in 2040. The agreement establishes the compensation paid to BNSF for train crews, maintenance of way and other expensed incurred in the operation of the Sounder Service and is based on actual cost of crew, dispatch and management, as well as cost for performance incentives. Upon expiration of the service agreement, Sound Transit's use of BNSF track will be bound by a dormant Joint Use Agreement for BNSF's Seattle-Tacoma corridor.

***North Line***—BNSF operates 4 daily commuter rail round trips between Seattle and Everett for Sound Transit under a service agreement. The service agreement expires in December 2030. Upon expiration of the service agreement, Sound Transit's use of BNSF track will be bound by a dormant Joint Use Agreement for BNSF's Seattle-Everett corridor.

***Rolling Stock***—In 2000, Sound Transit leased the initial portion of its rolling stock to Amtrak for $1. Under the agreement, Amtrak is obligated to repair, maintain and service the rolling stock at Amtrak's maintenance facility in return for payment by Sound Transit. By separate agreement, Amtrak subleased this rolling stock to BNSF for operation of Sounder Service. Both lease agreements are for a 40-year term, expiring in 2040.

***Maintenance Service Agreement***—In 2016 Sound Transit entered into an amended agreement with Amtrak, under which Sound Transit pays a flat monthly fixed price dependent upon the number of one-way trips and train sets in operation for a baseline set of operating assumptions. A negotiated rate is also established for additional service above the baseline operating plan. This agreement is renewed from time to time.

***First Hill Streetcar***—In October 2010, Sound Transit agreed to fully fund $132.8 million of the costs necessary to design, construct and operate the First Hill Streetcar that was established in the November 2009 Funding and Cooperative Agreement, of which $5.0 million is payable annually through 2023 for annual operations and maintenance expenses. The City of Seattle owns and operates the First Hill Streetcar facilities and vehicles.

***Land Bank Agreement***—Sound Transit entered into an agreement called the Land Bank Agreement with WSDOT in July 2000 which was restated in December 2003. The purpose of the agreement is to establish a framework within which WSDOT can, from time to time, convey portions of WSDOT property through lease or sale to Sound Transit for non-highway use in consideration for Sound Transit's funding of highway purpose improvements. In August 2010, as part of the Umbrella Agreement with WSDOT to complete the R8A Project, the land bank agreement was extended to 2080. Sound Transit will continue to earn land bank credits for constructing projects containing highway improvements and use credits on projects that are located within the public highway right of way through July, 2080.

Sound Transit has light rail guideways located on WSDOT property governed under multiple 20-year and 40-year airspace leases issued under the Land Bank Agreement. These airspace leases have options to renew for an additional 20 to 35 years. Should Sound Transit and WSDOT not enter into a new agreement at the end of the leases, property interests revert to WSDOT. At December 31, 2021, the value of the unused land bank credits that have not been conveyed by WSDOT to Sound Transit was $82.4 million. This value is not recorded in the financial statements as there is not sufficient certainty that the credit will be utilized.

The following table provides information on additions to and uses of credits accruing to the benefit of Sound Transit in 2021 and 2020:

| *(in millions)* | 2021 | 2020 |
|---|---|---|
| Balance in Land Bank, beginning of year | $ 96.5 | $ 90.0 |
| Additions: | | |
| I-90 Two-Way Transit & HOV | 2.9 | 11.5 |
| North Jackson 145th St. Park & Ride in Shoreline | - | 1.0 |
| Federal Way Link | - | 0.9 |
| Northgate | - | 0.6 |
| East Link | - | 4.9 |
| Draws: | | |
| Temporary Construction Airspace Lease (TCAL): | | |
| Downtown Redmond Link | (3.1) | - |
| Federal Way Link | (0.2) | - |
| East Link | (4.4) | - |
| Northgate Link | (0.3) | - |
| Airspace Lease: | | |
| Northgate Link | (8.4) | - |
| Tacoma Link | (0.6) | - |
| Downtown Redmond Link | - | (12.4) |
| **Balance in Land Bank, end of year** | **$ 82.4** | **$ 96.5** |

***Amended and Restated Agreement for Regional Fare Coordination System (One Regional Card for All, ORCA)***—In April 2009, Sound Transit entered into an amended agreement to operate and maintain ORCA, a system that establishes a common, non-cash fare system throughout seven participating transit agencies' service areas and commits the agencies to using ORCA for a minimum of ten years. In June 2019, Sound Transit entered into an agreement to plan and implement activities necessary to transition the legacy ORCA system, as established in 2009, to the next generation ORCA system, and agreed with the other parties, to keep the 2009 amended agreement in place until termination of the legacy ORCA vendor contract, currently projected to take place in 2022. Each agency shares in operating and maintaining ORCA in accordance with the agreement. Sound Transit's proportionate share of ORCA operating and maintenance costs were 26.9% and 26.2% in 2021 and 2020, respectively.

Sound Transit's proportionate share of ORCA's assets, liabilities, revenues and expenses are presented in these financial statements as follows:

| *(in thousands)* | December 31 2021 | 2020 |
|---|---|---|
| **Assets** | | |
| **Current assets** | | |
| Cash and cash equivalents | $ 18,452 | $ 10,229 |
| Accounts receivable | 8,568 | 4,228 |
| **Total assets** | **27,020** | **14,457** |
| **Liabilities** | | |
| **Current liabilities** | | |
| Accounts payable and accrued liabilities | 11,441 | 5,806 |
| Unearned revenue | 15,579 | 8,651 |
| **Total liabilities** | **27,020** | **14,457** |
| **Net position** | **$ -** | **$ -** |
| **Total operating revenues** | **$ 23,703** | **$ 29,339** |
| **Total expenses** | **$ 2,266** | **$ 2,140** |

***Purchases***—At December 31, 2021 and 2020, Sound Transit had outstanding construction commitments of approximately $3.1 billion and $4.4 billion, respectively.

***Grants***—Sound Transit participates in several federal, state and local grant programs that are governed by various rules and regulations of the grantor agencies. Costs charged to the respective grant programs are subject to audit and adjustment by the grantor agencies; therefore, to the extent that Sound Transit has not complied with the rules and regulations governing the grants, refunds of any money received may be required and the collectability of any related receivable at December 31, 2021 and 2020 may be impaired. In the opinion of management, there are no significant contingent liabilities relating to noncompliance with the rules and regulations governing the respective grants; therefore, no provision has been recorded in the accompanying financial statements for such contingencies.

***Claims***—In the ordinary course of business, Sound Transit has been named as a defendant in a number of lawsuits relating to contractual matters. Although the ultimate outcome, if any, of these matters is presently unknown, management has evaluated all claims and potential claims and, where that exposure is probable and estimable, has reflected in the accounts of Sound Transit its best estimate of the exposure.

Tacoma Link makes its way along Commerce St.

# Statistical data

Passengers make their way to a bus stop at the South Bellevue Park-and-Ride.

# Statistical data (unaudited)

## ST Express operating & maintenance expenses

| (in thousands) | 2021 | 2020 | 2019 | 2018 | 2017 |
|---|---|---|---|---|---|
| Salaries & benefits | $ 2,325 | $ 1,863 | $ 1,414 | $ 1,222 | $ 1,029 |
| Services & materials | 6,070 | 6,894 | 6,656 | 8,503 | 8,242 |
| Utilities, insurance, taxes, leases & misc | 1,041 | 742 | 1,798 | 2,960 | 3,481 |
| Purchased transportation | 120,478 | 118,900 | 128,981 | 116,379 | 105,264 |
| | **129,914** | **128,399** | **138,849** | **129,064** | **118,016** |
| Depreciation, disposals & recoveries* | 27,627 | 25,466 | 22,901 | 23,511 | 22,397 |
| Lease interest expense | 79 | 222 | - | - | - |
| Indirect expenses* | 6,875 | 7,009 | 7,945 | 7,000 | 7,045 |
| **Total** | **$ 164,495** | **$ 161,096** | **$ 169,695** | **$ 159,575** | **$ 147,458** |

## Link operating & maintenance expenses

| (in thousands) | 2021 | 2020 | 2019 | 2018 | 2017 |
|---|---|---|---|---|---|
| Salaries & benefits | $ 15,187 | $ 11,107 | $ 10,250 | $ 7,937 | $ 5,723 |
| Services & materials | 46,511 | 53,359 | 45,780 | 35,338 | 29,252 |
| Utilities, insurance, taxes, leases & miscellaneous | 12,376 | 9,248 | 14,350 | 16,005 | 13,713 |
| Purchased transportation | 55,750 | 48,364 | 52,294 | 46,923 | 41,542 |
| | **129,824** | **122,078** | **122,674** | **106,203** | **90,230** |
| Depreciation, disposals & recoveries* | 130,159 | 127,008 | 112,744 | 108,397 | 108,009 |
| Lease interest expense | 410 | 375 | - | - | - |
| Indirect expenses* | 31,033 | 22,279 | 19,109 | 16,198 | 10,043 |
| **Total** | **$ 291,426** | **$ 271,740** | **$ 254,527** | **$ 230,798** | **$ 208,282** |

## Sounder operating & maintenance expenses

| (in thousands) | 2021 | 2020 | 2019 | 2018 | 2017 |
|---|---|---|---|---|---|
| Salaries & benefits | $ 3,654 | $ 3,344 | $ 2,796 | $ 2,290 | $ 2,135 |
| Services & materials | 28,361 | 25,587 | 27,300 | 26,019 | 24,070 |
| Utilities, insurance, taxes, leases & misc | 10,819 | 6,750 | 5,766 | 5,715 | 5,240 |
| Purchased transportation | 10,884 | 10,746 | 13,348 | 12,962 | 11,113 |
| | **53,718** | **46,427** | **49,210** | **46,986** | **42,558** |
| Depreciation, disposals & recoveries* | 45,703 | 44,142 | 40,732 | 35,147 | 30,022 |
| Lease interest expense | 155 | 163 | - | - | - |
| Indirect expenses* | 6,712 | 6,140 | 6,735 | 4,264 | 3,338 |
| **Total** | **$ 106,288** | **$ 96,872** | **$ 96,677** | **$ 86,397** | **$ 75,918** |

## Revenue by source (in thousands)

| Year | Passenger Fares | Sales & Use Taxes | Property Taxes | Motor Vehicle Excise Taxes | Rental Car Taxes | Grant Revenues | Investment Income | Other Revenues | Total |
|---|---|---|---|---|---|---|---|---|---|
| **2021** | 28,148 | 1,584,850 | 157,707 | 370,634 | 3,492 | 486,249 | (2,069) | 256,194 | 2,885,204 |
| **2020** | 30,758 | 1,324,465 | 155,306 | 361,749 | 1,880 | 431,842 | 45,280 | 216,907 | 2,568,188 |
| **2019** | 97,101 | 1,415,704 | 150,310 | 345,758 | 3,792 | 260,450 | 69,132 | 74,559 | 2,416,805 |
| **2018** | 96,018 | 1,337,602 | 146,284 | 338,537 | 3,802 | 234,306 | 37,801 | 27,048 | 2,221,397 |
| **2017** | 90,340 | 1,119,719 | 140,869 | 280,382 | 3,548 | 371,931 | 16,897 | 24,692 | 2,048,379 |

* Certain reclassifications have been made to conform to the current year presentation.

# Key operating performance measures (unaudited)

## ST Express

| | 2021 | 2020 | 2019 | 2018 | 2017 |
|---|---|---|---|---|---|
| Total ridership | 5,146,374 | 6,264,773 | 17,494,527 | 18,189,263 | 18,374,834 |
| Service hours | 547,714 | 558,089 | 653,012 | 644,156 | 626,347 |
| Boardings per service hour | 9.40 | 11.23 | 26.79 | 28.24 | 29.34 |
| Cost per service hour | $ 263.97 | $ 247.81 | $ 218.49 | $ 212.64 | $ 197.97 |
| Cost per boarding | $ 28.09 | $ 22.08 | $ 8.16 | $ 7.53 | $ 6.75 |

## Link

| | 2021 | 2020 | 2019 | 2018 | 2017 |
|---|---|---|---|---|---|
| Total ridership | 11,888,055 | 8,361,212 | 25,698,641 | 25,367,906 | 23,975,261 |
| Service hours | 301,512 | 233,185 | 275,024 | 274,214 | 261,192 |
| Boardings per service hour | 39.43 | 35.86 | 93.44 | 92.51 | 91.79 |
| Cost per service hour | $ 543.80 | $ 672.14 | $ 497.41 | $ 441.61 | $ 368.50 |
| Cost per boarding | $ 13.79 | $ 18.75 | $ 5.32 | $ 4.77 | $ 4.01 |

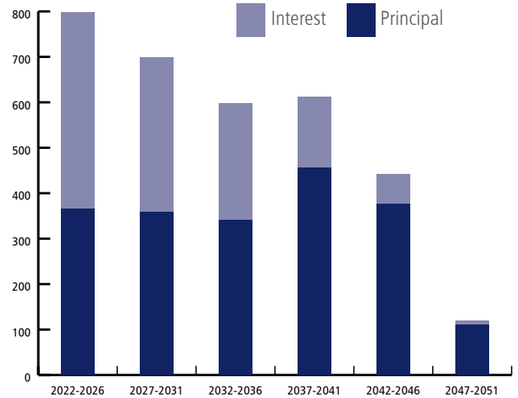
## Sounder

| | 2021 | 2020 | 2019 | 2018 | 2017 |
|---|---|---|---|---|---|
| Total ridership | 734,481 | 1,265,882 | 4,612,244 | 4,631,525 | 4,445,568 |
| Service hours | 52,209 | 51,000 | 75,641 | 75,807 | 63,935 |
| Boardings per service hour | 14.07 | 24.82 | 60.98 | 61.10 | 69.53 |
| Cost per service hour | $ 1,193.76 | $ 1,063.66 | $ 751.97 | $ 689.14 | $ 711.69 |
| Cost per boarding | $ 84.86 | $ 42.85 | $ 12.33 | $ 11.28 | $ 10.24 |

Source data - National Transit Database  1 Service hour = 1 Revenue vehicle mile hour

## Long-term service requirement to maturity** (unaudited)

($ in millions)



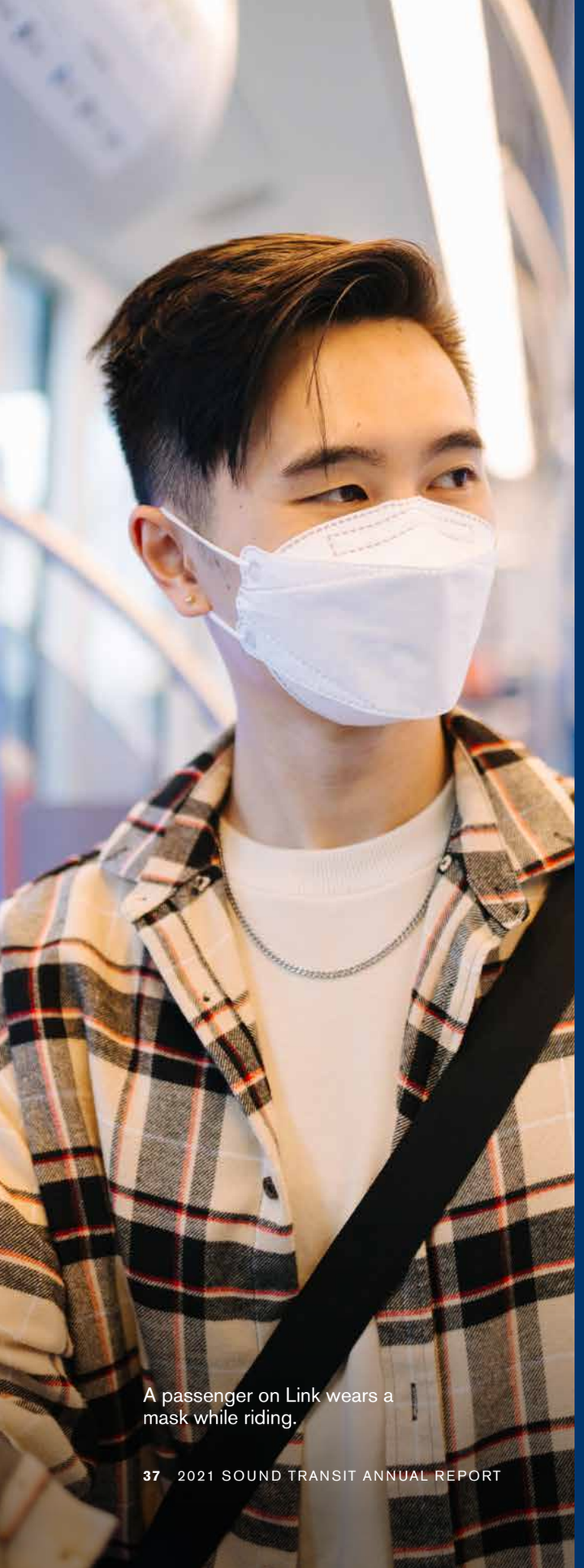

## 2021 debt capacity (unaudited)

| (in millions) | |
|---|---|
| Assessed valuation for collection of taxes | $ 877,428 |
| Maximum nonvoted debt (1.5% of assessed valuation) | $ 13,161 |
| Less: Series 1999, 2009, 2012, 2015, 2016 Bonds and Other Long-term debt | (5,339) |
| Nonvoted debt capacity remaining | **$ 7,822** |
| Maximum voted debt (5% of assessed valuation) | $ 43,871 |
| Less: Series 1999, 2009, 2012, 2015, 2016 Bonds and Other Long-term debt | (5,339) |
| Voted debt capacity remaining | **$ 38,532** |

## Long-term bond service coverage ratio** (unaudited)

| | 2021 | 2020 | 2019 | 2018 | 2017 |
|---|---|---|---|---|---|
| Prior bonds debt service coverage | 34.25x | 35.02x | 32.51x | 31.67x | 27.10x |
| Combined prior & parity bonds debt service coverage | 14.57x | 13.16x | 12.91x | 12.81x | 10.57x |

** Debt Service is reduced by Build America Bonds Federal subsidy payments.



A passenger on Link wears a mask while riding.



## 2022 Sound Transit Board of Directors

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Chair,
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Councilmember

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Councilmember

**Pete von Reichbauer**
King County
Councilmember

**Kristina Walker**
Tacoma Councilmember

**Mark Riker**
Sound Transit
Board Labor Liaison

## Senior Management

**Peter M. Rogoff**
Chief Executive Officer

### Executive Leadership

**Kathy Albert**
Chief Strategic Business Officer

**Russ Arnold**
Chief Passenger Experience & Innovation Officer

**Brooke Belman**
Chief of Staff and Interim CEO

**Don Billen**
Executive Director-Planning Environment & Project Development

**Desmond Brown**
General Counsel

**Mary Cummings**
Deputy CEO (Acting CFO)

**Geoff Patrick**
Chief Communications Officer (Acting)

**Kimberly Farley**
Deputy Chief Executive Officer

**Eric Beckman**
Interim Executive Director-Portfolio Services Office

**Julie Honeywell**
Chief Human Resources Officer

**Leslie Jones**
Chief Business & Labor Compliance Officer

**Ron Lewis**
Executive Director-Design Engineering & Construction Management

**Ted Lucas**
Chief Procurement & Contracts Officer

**Ann McNeil**
Chief Government & Community Relations Officer

**Jonté Robinson**
Chief Diversity, Equity & Inclusion Officer

**Suraj Shetty**
Executive Director-Operations

**Jason Weiss**
Chief Information Officer

**David Wright**
Chief Safety Officer

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